

# ATLANTIC FISHERMAN

NOVEMBER, 1946

*a Balanced*  
**ROPE**  
MUST HAVE  
ALL FIVE...

*Appearance*

STRENGTH  
WATERPROOFING  
ENDURANCE  
FLEXIBILITY

**T**HE old adage about Beauty being only skin deep is not true of COLUMBIAN Tape-Marked PURE MANILA ROPE. For here's a *Balanced* Rope—a Rope that keeps its sense of values all the way. It has the kind of Appearance that counts most with men who work with Rope—with men who know Rope! It has a ship-shape, workmanlike look that wins the friendship of every man who uses Rope in his daily work.

We'll readily admit that you can buy "prettier" Rope. But what you gain in handsome, bland coloring—you lose in Waterproofing. And if your Rope isn't thoroughly Waterproofed—it will soon lose its Flexibility, then its Strength—it'll have no Endurance! That's what we mean by *Balance*. We sacrifice no quality to gain another.

COLUMBIAN ROPE COMPANY  
310-80 Genesee St., Auburn, "The Cordage City," N. Y.

*Columbian* TAPE-MARKED  
PURE MANILA **ROPE**

Red  
White  
Blue

Boston Office and Warehouse

38 Commercial Wharf

# *What about the waste*

## *the gulls don't get ???*

There are more kinds of waste than the useless cleanings tossed to the gulls at sea. There's the waste of time due to engine overhauls and repairs caused by faulty fuels and lubricants . . . and a waste of profits to pay for them!

Protection against this waste is as important as the catch itself. The performance and quality of Esso Marine Fuels and Lubricants help to give you profit-protection. They give dependable performance going to the grounds, on the grounds, and in those straining engines on the fast run to market.

Esso Marine Products earn the respect of sea-faring men in the language they know best . . . the language of performance.



# More Kermaths Power More Commercial Fishing Craft

FOR MORE REAL ECONOMY AND FLEXIBILITY AFLOAT



Another 48 ft. combination Salmon Troller and Tuna Fishing Boat owned by Frank Lockridge of Seattle and powered with a single 135 ft. P. Sea-Mate 6 cylinder Kermath gasoline engine for a 9 knot speed.

● Operators of commercial fishing boats have more good reasons for specifying Kermath power—Diesel and gasoline—than ever before. Because Kermath's broad power selectivity insures the right engine at the right price for the right boat.

No hit or miss installations—no wild guessing—no "just as good as". Kermath offers the broadest range of marine engines available anywhere—at prices that can't be duplicated, quality engineering, experienced

design and bench-built precision considered. That's why more commercial fishermen are specifying Kermath full-range marine engines than ever before.

Naturally they want a power plant marine tailored to their own boat specifications. And they can get it from the world's largest builders of marine engines exclusively. Why not post yourself on Kermath's new line of marine engines? Our catalog is free—no obligation. Write for it today.

## KERMATH MFG. COMPANY

5896 Commonwealth Avenue, Detroit 8, Michigan  
Canadian Factory: 619 King Street W., Toronto, Ontario

GREATER POWER SELECTIVITY • MORE MODELS • MORE SIZES

# KERMATH

75 TO 550 HORSEPOWER • GASOLINE AND DIESEL





Tow Boat "MARIN" owned by Jim Sooman, San Francisco, California. Length 43 ft.; Beam 13 ft. 6 inches; Draft 5 ft. 6 inches; Wheel 48 x 32" 3-blade, Powered by a MURPHY DIESEL Marine Engine, Model ME-150, 150 HP, 6 x 6 1/2", 6-Cyl., with 3:1 reverse and reduction gear.

## Murphy Diesel Powered Tow Boats *are Rugged and Dependable*

TOWING is tough on engines. Those hard, steady pulls, day-in and day-out, demand the sort of ruggedness and dependability MURPHY DIESELS offer. They have plenty of reserve power to get the load smoothly into motion . . . and they don't require frequent docking for repairs or maintenance. They are economical in operation . . . and they come through with profit year after year, in all sorts of

heavy-duty work-boat service . . . powering tugs, tow boats, power scows, fishing vessels, coast guard boats and other sea-going commercial craft. If you want more power, more profit, more dependability, you want MURPHY DIESEL power.

\* \* \*

Before you build or convert, see the nearest MURPHY DIESEL dealer, or write for bulletin.

HARTFORD, CONN.: Nicoll-Talcott Corporation    NORFOLK, VA.: Hampton Roads Tractor & Equip. Co.  
ATLANTIC CITY, N. J.: Edward Fell Jardine    JACKSONVILLE, FLA.: Burgman-Gillette Co.  
RALEIGH, N. C.: North Carolina Equipment Co.

**SEA-TESTED *Power..***

**MURPHY DIESEL COMPANY**

*Engines from 90 to 165 H.P. Generator Sets from 60 to 115 K.W.*

5321 W. BURNHAM STREET • • • • • MILWAUKEE 14, WISCONSIN

**MURPHY  
DIESEL**

In a  
Slater,  
station  
omer,  
resistan  
a chan  
to keep  
expand  
the fish  
not be  
with pr  
we will  
"The  
little co  
to the p  
process  
event, t  
to havin  
In co  
tuna, th  
in the r  
the cons  
felt tha  
similar  
prices .  
that the  
ners and  
could be  
we woul  
Accor  
reistanc  
competi  
ments in  
selling a  
reduce r  
The g  
but tow  
different  
between  
will not  
It doe  
fishing i  
The fish  
arduous  
deserve  
way, how  
tribute to  
by increa  
True,  
adapted  
processing  
methods.  
ment in  
retail pri



# ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

Covering the Production of Fish and Shellfish on the Atlantic Coast, Gulf of Mexico and Great Lakes



P. G. LAMSON, *Publisher*

GARDNER LAMSON, *Editor*

L. E. HALL, *Managing Editor*



Published Monthly by Atlantic Fisherman, Inc. 25 cents a copy, \$3.00 a year

Editorial, Circulation and Advertising Office: Goffstown, New Hampshire

Advertising Representatives: Kennedy Associates, 60 E. 42nd St., New York 17; Nourse Associates, 412 W. 6th St., Los Angeles 14.

VOL. XXVII

NOVEMBER 1946

NO. 10

## Greater Efficiency Will Help Meet Competitive Market

In a recent letter to the National Fisheries Institute, Ben G. Slater, executive secretary of the Wisconsin Fish Dealers Association stated in part: "We, who deal with the ultimate consumer, have an opportunity to see, at first hand, consumer resistance to high priced fish which the producer does not have a chance to see, and therefore, we know how important it is to keep fish and seafood prices as low as possible in order to expand our markets and make new customers. The future of the fishing industry lies in much greater consumption. This will not be realized by driving people out of our fish establishments with prices they cannot afford to pay. It can be done if all of us will be content with a reasonable profit."

"The primary distributor, wholesaler and the retailer have little control over the cost of fish. Each one adds on his margin to the producer's or processor's price. Whether the producer or processor has any real control, is also a question. But, in any event, the producer comes closer than any level of the industry to having an opportunity to exercise control over prices."

In connection with the increased price of canned salmon and tuna, the head of one of the largest wholesale grocery concerns in the metropolitan area of New York has stated, "In view of the consumer's attitude in regard to exorbitant meat prices, we felt that there was a strong probability that there would be a similar resentment in regard to such exorbitant canned fish prices . . . naturally the retailer will pass the buck and claim that the responsibility is on the fishermen, cannery labor, canners and wholesalers . . . we decided that unless these items could be packed and marketed at a more reasonable level, that we would stay out of the business this year."

According to the American Institute of Food Distribution, resistance of consumers to high prices and the working of competition in getting prices down means significant adjustments in the next four or five months. Keen competition in selling ample, or excessive, supplies of most foods will steadily reduce retail food prices.

The general outlook for food prices is not only downward, but toward restoring competitive price relationships between different foods and brands, and appreciably widening spreads between good quality and the lower grades which consumers will not really wish to purchase, except at bargain levels.

It does not seem right to ask any single division of the fishing industry to assume responsibility for reducing prices. The fisherman is certainly entitled to a good return for his arduous work. Likewise the processor, wholesaler and retailer deserve a reasonable profit on their operations. There is one way, however, in which every division of the business can contribute to giving consumers the lowest price possible, and that is by increasing efficiency.

True, there are some progressive operators who already have adopted mechanical means of unloading boats, straight line processing, packing, and freezing and improved distribution methods. Yet overall, there is a big opportunity for advancement in efficiency which can go a long way toward reducing retail prices and still allow all factors in the business to prosper.

## TABLE OF CONTENTS

### SPECIAL FEATURES

FAO Reports on Fishery Activities.....	17
Principles of Diesel Lubrication.....	18
Chemical Control of Oyster Parasite.....	19
Campobello Thrives from the Sea.....	20
Steel Dragger Design Has Advanced Features....	21
Blount Seafood Corp. Formed by Rhode Island Consolidation .....	26

### NEWS DEPARTMENTS

Maine .....	23	South Carolina ....	36
Gloucester .....	45	Florida .....	24
Boston .....	48	Alabama .....	34
New Bedford .....	45	Mississippi .....	24
Vineyard .....	50	Louisiana .....	28
Connecticut .....	33	Texas .....	28
New York .....	30	Illinois .....	22
New Jersey .....	31	Michigan .....	22
Maryland .....	25	Wisconsin .....	22
Virginia .....	25	Minnesota .....	22
North Carolina ...	36	New Brunswick ...	40

### FISH LANDINGS

Portland .....	39	New Bedford .....	32
Gloucester .....	46	New York .....	34
Boston .....	48		

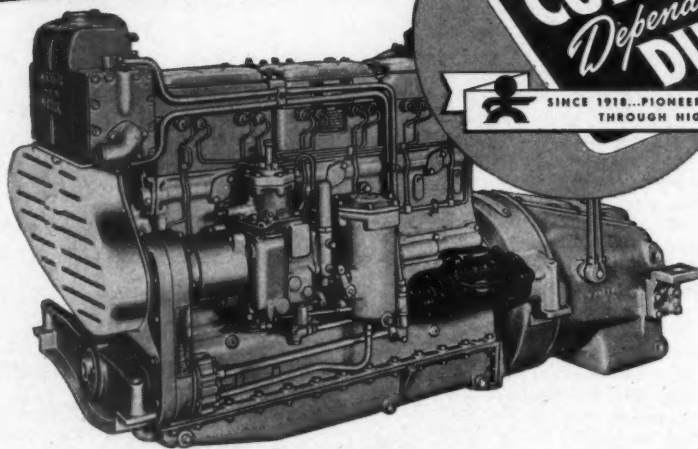
### MISCELLANY

Sounding-Lead (Washington Report).....	9
Where-to-Buy Directory .....	52
Late News .....	53
Index to Advertisers.....	53
Classified Advertising .....	54

**Quality-built**  
by the high-speed diesel pioneer

**Economical**  
proved on jobs such as yours

**and Serviced**  
by Cummins specialists located near you



**CUMMINS**  
*Dependable*  
**DIESELS**



SINCE 1918...PIONEER OF PROFITABLE POWER  
THROUGH HIGH SPEED DIESELS

**CUMMINS ENGINE COMPANY, INC., COLUMBUS, INDIANA**  
**SALES AND SERVICE**

CUMMINS DIESEL ENGINES OF NEW ENGLAND, INC. .... 7 Wethersfield Avenue, Hartford 6, Connecticut (Branches: Cambridge, Gloucester, Mass.)  
CUMMINS DIESEL ENGINES, INC. .... 209-13 North 22nd St., Philadelphia 3, Pa. (Branch: Baltimore, Md.)  
CUMMINS DIESEL SALES AND SERVICE OF NORTH CAROLINA ..... 2322 English St., High Point, North Carolina  
EDWARD PARKINSON ..... 232 Avenue Alcazar, Coral Gables 34, Florida  
CUMMINS DIESEL SALES OF JACKSONVILLE, INC. .... 217 W. Union St., Jacksonville 1, Florida  
CUMMINS DIESEL SALES & SERVICE OF NEW YORK, INC. .... 1030-1044 Leggett Ave., New York 55, New York



# HIGH LINERS

in every fleet.

keep on top with

## FATHOMETER\*

Ask the consistent High Liner and he'll tell you how Fathometer gets him to the grounds faster . . . helps him find and stay on the fish . . . gets him back to port safely with record catches.

And that's not all, because Fathometer follows the contour of the sea bottom, it saves wear and tear on nets . . . protects ship and crew by warning against reefs and shallows . . . and enables the skipper to bring his ship back home even in fog and darkness.

So join the exclusive High Liners with the help of a Fathometer. You'll get faster fishing trips and more trips per season with greater profits for owners, master and crew. Remember the High Liners use Fathometer. Clip and mail coupon today.

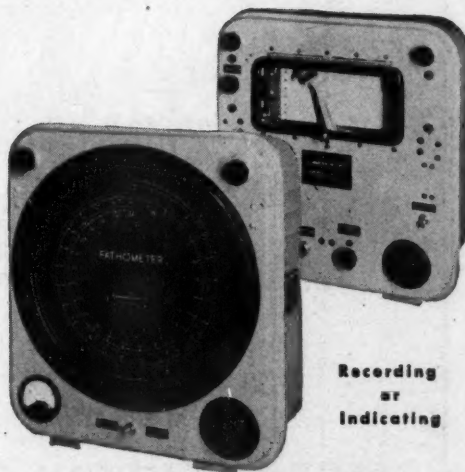
\*Trade Mark Reg. U. S. Pat. Office

### SUBMARINE SIGNAL COMPANY

Marine Affiliate of Raytheon Manufacturing Co.

160 STATE STREET, DEPT. A-13, BOSTON 9, MASS.

# FATHOMETER



### SUBMARINE SIGNAL COMPANY

160 State Street, Dept. A-13, Boston 9, Mass.

Gentlemen:

Please send me complete information on your Fathometer.

Name: .....

Address: .....



# HARBOR SUPPLY OIL CO.

PORTLAND, MAINE

*Announce They Have Been Made  
State of Maine Distributor for*

## STERLING VIKING ENGINES

*and have appointed*

LEE A. BOSTIC AS THEIR MARINE ENGINE SALES REPRESENTATIVE

A Complete  
Diesel and Gasoline  
Engine Line  
from 20 to 660 hp.



Including the  
Sterling Models MAB and MDB  
Medium Duty Diesels  
from 20 to 230 hp.

**A Full Line of Parts Will Be Stocked**  
and Good Service Facilities Maintained  
for all Sterling Engines, including Models MAB and MDB,  
under the direction of Ralph Bailey, Service Manager

**HARBOR SUPPLY OIL CO. — PORTLAND, MAINE**

**39 Portland Pier - - Telephone 2-6537**

*Complete Engine Sales and Service for Fishing Boats*

SHEPPARD GENERATING SETS and  
PROPULSION DIESELS UP TO 62 hp.

STERLING GASOLINE  
and DIESEL ENGINES

SUPERIOR HEAVY DUTY  
DIESELS from 250 to 1325 hp.

## The Sounding-Lead

By Fred Lardner  
Washington Correspondent

**WARTIME CONTROLS**—In the past month the fishing industry has been freed from almost all wartime controls. Effective October 24 OPA decontrolled processed and canned fish. On October 17 fish meal and scrap were decontrolled, and on October 29 all fish oils, including vitamin oils, were freed from price control.

The Agriculture Department has revoked FDO 52, which delegated authority to the Secretary of the Interior with respect to fish production and processing, and FDO 72, which insured equitable distribution in the United States of imported salted fish. However, the Department refused to revoke FDO 44, the set-aside order, and FDO 63, which controls imports of canned fish.

**FISH SUPPLY**—A slightly larger amount of fish probably will be available for civilian consumption in 1947, according to the Agriculture Department. However, supplies are not expected to reach prewar proportions until 1948, when it is anticipated that the canned fish output will return to normal. Demand for fish will continue heavy, with short supplies of meat anticipated during part of the year and the continuation of a high level of consumer purchasing power. Processing of frozen fish is expected to continue its upward trend as new inland markets are opened.

It is indicated that supplies of canned fish for domestic consumption in 1946-47 will be 10 to 15 per cent below the prewar level of 5 lbs. per capita, but will be larger than for several years. This year's pack may reach 600 million lbs., 7 per cent below the 1945 pack. Next year's pack of canned fish probably will be somewhat larger on the basis of indicated improvements in supplies, materials, labor and better working conditions in the canneries. Export demand for canned fish is expected to continue large in the coming year.

The supply of salted groundfish probably will increase greatly when International controls are removed, with the expectation that imports of these species will return to their prewar level of approximately 100 million lbs.

Although landings of fish in 1946 have been smaller than expected due in part to strikes in the Boston area and on the West Coast, and because of the small salmon catch, domestic production of fresh and frozen fish is running slightly larger than last year. However, with increases in the civilian population owing to demobilization, per capita supplies of fresh and frozen fish are smaller. A larger proportion of the landings have been frozen, resulting in smaller supplies of fresh fish and shellfish during the first part of the year. However, supplies of fresh and frozen fish are expected to be plentiful during the balance of this year.

More canned fish is now being marketed through domestic channels because of smaller takings for military and export use from the new pack.

**ARMY BUYING**—Purchases of fresh and frozen fishery products by the Army Quartermaster Corps' twelve market centers increased to 1,747,000 lbs. during August and 2,942,000 lbs. in September as a result of the short meat supply. Previously the Quartermaster Corps had been buying about 700,000 lbs. monthly.

September was the first month in which the quantity of fish purchased exceeded that of meat. The volume also constituted the record purchase per capita. During the war, fish was purchased in greater quantity, but there were more men in the armed forces to absorb the supply.

Those interested in furthering their sales through this outlet should get in touch with the U.S. Army Quartermaster Market Centers at the following addresses: 111 East 16th St., New York, N. Y.; North Boulevard and Kelly Road, Richmond, Va.; Universal Bldg., Laurel and Sumpter Sts., Columbia, S. C.; 66 Munroe St., Memphis, Tenn.; 423 South Orange St., Orlando, Fla.;

**MICHIGAN MACHINED-PITCH PROPELLERS**

for  
**MEN WHO REVEL in a SWEET-RUNNING Craft!**

Smooth as a kitten's ear, quiet as a panther's paw, the performance of a MICHIGAN propeller brings sheer delight to everybody who loves a sweet-running craft. Built by our exclusive MACHINED-PITCH process which guarantees absolute uniformity in the angularity and indexing of the blades, MICHIGAN propellers are free from those seemingly minor defects (often undetectable with the naked eye) which sometimes produce almost unbelievable vibration. But extra smoothness is not all you get by switching to a MICHIGAN. In addition they'll furnish unsurpassed speed and the economy of the longer-lasting, tougher, more highly corrosion-resistant MICHALLOY — a special alloy from which all standard MICHIGAN propellers are made. Ask the men who use them. Write for catalog No. 145 which explains why MICHIGANS are better buys!

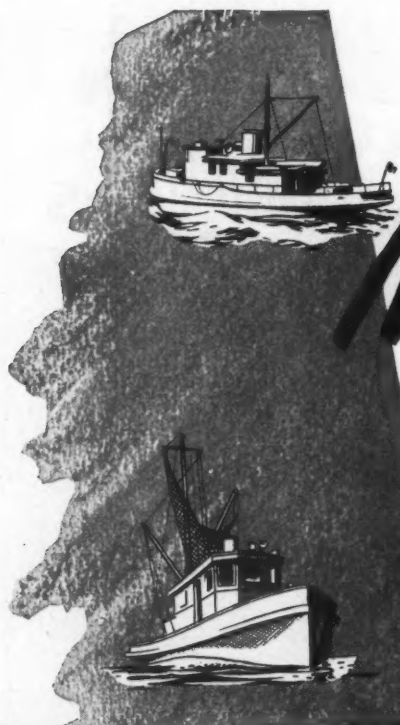
Inboard in diameters up to 44". Outboard for practically every motor in existence.

**MICHIGAN WHEEL COMPANY - Grand Rapids 3, Michigan**

## A TWIN DISC

# Marine Gear

for every boat...



## A FULL RANGE OF SIZES

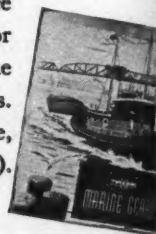
Based on continuous engine output rating

Model	HP Capacity	Engine RPM
MG-55	20- 70	800-2500
MG-61	40-110	900-2500
MG-165	105-175	1200-2000
MG-166	105-175	1200-2000
MG-200	90-160	600-1200
MG-201	120-180	600-1000
MG-300	150-275	600-1500

Whatever your power requirements—20 hp or 300 hp—you'll find exactly the size, capacity and reduction ratio

for smoother, trouble-free performance in the wide range of *proved* Twin Disc Marine Reverse and Reduction Gear models.

Each model offers you all the profit-making advantages assured by Twin Disc design and construction . . . full power and full speed in either forward or reverse . . . instant response through single lever control . . . automatic adjustment of clutch plates for wear . . . advantages that add up to smooth, trouble-free performance over a longer period of time. Send for the bulletin on the Twin Disc Marine Gear which fits your requirements. TWIN DISC CLUTCH COMPANY, Racine, Wis. (Hydraulic Div., Rockford, Ill.).



Power Take-off



Heavy Duty Clutch



Machine Tool Clutch



Tractor Clutch



Hydraulic Torque Converter

SPECIALISTS IN INDUSTRIAL CLUTCHES SINCE 1918





# IF GREAT-GRANDPA DROPPED IN TO SEE YOU...

He'd tell you that when he was a young hand, Gold Medal Netting was already known for its fine fishing qualities—for giving good dollar-value in fish-holding strength and durability.

For more than a century Gold Medal Netting has been the choice of successful fishermen for they know that good netting means fewer breaks—more fish—more take-home when the catch is docked.

Know-how that has been delivering quality netting since Great-Grandpa's day is an important thing to think about when you're buying new netting.

• • •

**Other Netting Products:** AN&T Coy Linen Netting • Knox's Sea Island Gill Netting • Gold Medal Hanging and Mending Twines • Plymouth Rope  
*A complete line of Netting accessories.*



**GOLD MEDAL NETTING**  
means controlled production in our own plants, from the bale of cotton to the finished netting. No other netting can make this statement! This is your assurance of dependable quality.



**GOLD MEDAL**  
*The greatest name in netting*

## Gold Medal Netting

### THE AMERICAN NET & TWINE DIVISION

OF THE LINEN THREAD CO., INC., 100 East 42nd Street, New York 17, N. Y.

Baltimore, Md. • Boston, W. Mass. • Chicago, Ill. • San Francisco, Cal. • Philadelphia, Pa. • Charleston, S. C.

**MAKERS OF FINE NETTING FOR 75 YEARS**



You can believe in  
**THIS SIGN**



INTERNATIONAL Dealers who display this sign offer you a complete line of marine paints, varnishes and painting specialties. Because each is a special product, it does its job better than coatings supposed to serve a number of purposes. INTERNATIONAL topside, deck, boot-topping, engine and interior paints, enamels and varnishes are known as top quality wherever boats are built, serviced and used. Other INTERNATIONAL products enable you to do better finishing work on a boat in less time with minimum effort.

### SPECIALTY PRODUCTS

Hull and Deck Putty	Waterproof Canvas Cement
Seam Compounds	Interprime Sealers
Trowel Cement	Paste Wood Fillers and Stains
Brush Cement	Special Plywood Coatings
Bedding Compound	Special Bilge Paints
Double Planking Compound	Bituminous Coatings
Interlux Wood Preservatives	Paint and Varnish Remover
Canvas Preservatives	Liquid Brush Cleanser
Interlux Fabric and	Kleno Paint Cleanser
Rope Preservative	Ipcos Paint Thinner and Solvent

**International Paint Company, Inc.**



New York 6, N. Y. 21 West Street    San Francisco 7, Calif. 901 Minnesota Street    Montreal, Quebec 6700 Park Avenue    Vancouver, B. C. 101 Powell Street  
**AGENTS IN EVERY IMPORTANT PORT**

1201 Jones St., Fort Worth, Tex.; 1539 Jackson Ave., New Orleans, La.; 177 Denargo Market, Denver, Colo.; Kansas City Food Terminal Bldg., Kansas City, Kan.; 111 West 7th St., Los Angeles, Calif.; 248 Battery St., San Francisco, Calif.; and 1049 South Alaskan Way, Bldg. No. 13, Seattle, Wash.

**FROZEN HOLDINGS**—Reversing the upward trend usual at this season, holdings of frozen fish and shellfish declined 5 million lbs. during September, to reach a total of 147,415,555 lbs. on October 1. However, this year's holdings were 16% greater than those of a year ago.

Indicative of heavy consumption of fish, partly as a result of the meat shortage, was the small quantity frozen during the month, 27,084,400 lbs., as compared with 37,940,331 lbs. in August.

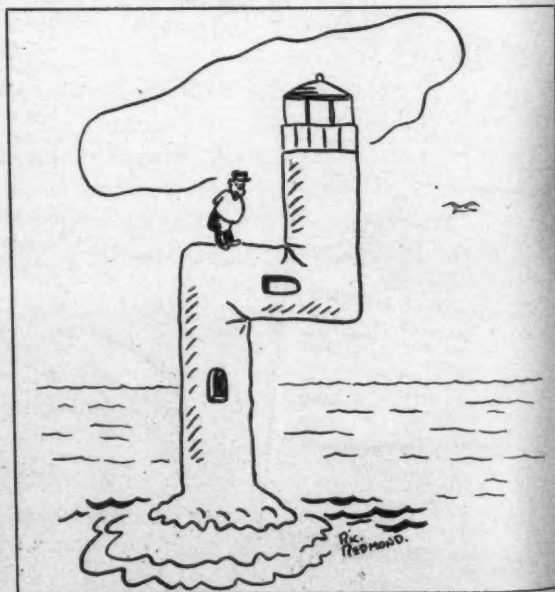
**NETTING CONTROLS**—As the result of a recent meeting of the Fish Net Advisory Committee in Washington, netting manufacturers have been promised freedom from Civilian Production Administration controls. This leaves manufacturers free to take care of the backlog of orders from the domestic fishing industry. CPA officials stated that they hoped the netting industry would allocate at least 10% of its production to UNRRA, but foreign demands will be met on a voluntary basis.

**RAIL RATES**—The Interstate Commerce Commission is expected to announce its rail rate decision some time before the first of the year. If the full amount sought by the railroads in the way of increased rates is granted, the fisheries of the nation would have to pay an estimated extra 26 million dollars annually.

**UNEMPLOYMENT PAY**—Representatives from the Social Security Board met on October 30 with a delegation from New England, National Fisheries Institute officials, and Dr. Richard A. Kahn, Fish & Wildlife Service, to discuss the new amendment to the Social Security Act which requires fishing boat owners to pay an unemployment tax for crew members. Dr. Kahn estimates that owners would have to pay \$2,700,000 annually into the unemployment tax fund.

Such a payment would increase the spread between the cost of domestic and imported fish, and would make fish relatively more expensive than other foods, since agriculture is exempt from unemployment compensation. Also, there is little evidence that the fishermen for whom the unemployment benefits are intended desire the legislation.

The tax is to be paid at the port of registry for each boat. While Massachusetts unemployment laws cover 1 or more per-



*Intrepid's power plant—a GM 6-71 "Twin." Power take-offs at the front end drive a pump and small air compressor.*



If a boat is your business, you'll be glad to hear about the "Intrepid."

She's a San Francisco harbor husky that recently swapped an old-style heavy Diesel for a General Motors 6-71 "Twin." Doing that eliminated a lot of bulk and about 14 tons of weight.

So with the same screw, she's faster and much more maneuverable.

GM Diesels give her the advantages of low-cost Diesel power, with all the extra benefits that come from refinements in design, quick interchangeability of parts, easy maintenance and dependable long life.

Whether you are planning to build or to repower, be sure to find out how much more General Motors Diesels have to offer.

**FASTER—and  
Livelier on her feet**



*Day in and day out, the 65' Intrepid with her GM Diesels moves all barges like this one that holds 11,600 barrels.*



### DETROIT DIESEL ENGINE DIVISION

DETROIT 23, MICH. • { SINGLE ENGINES . . . Up to 200 H.P.  
MULTIPLE UNITS . . . Up to 800 H.P.

GENERAL MOTORS

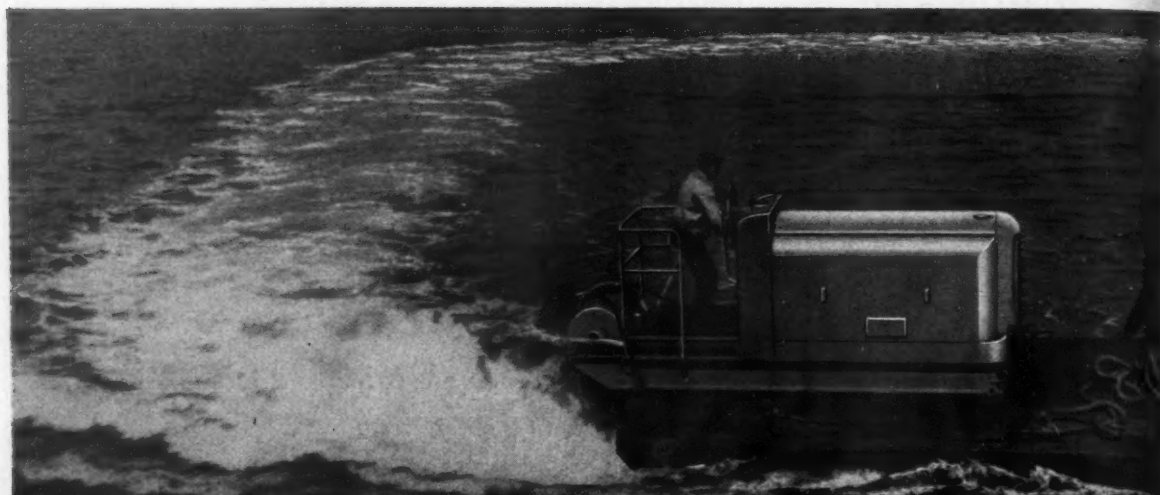
Walter H. Moreton Corp.  
CAMBRIDGE, MASS.

Diesel Marine & Equipment Corp.  
NEW YORK, N. Y.

Paxton Company  
NORFOLK, VA.

Johnson & Towers, Inc.  
PHILADELPHIA, PA.





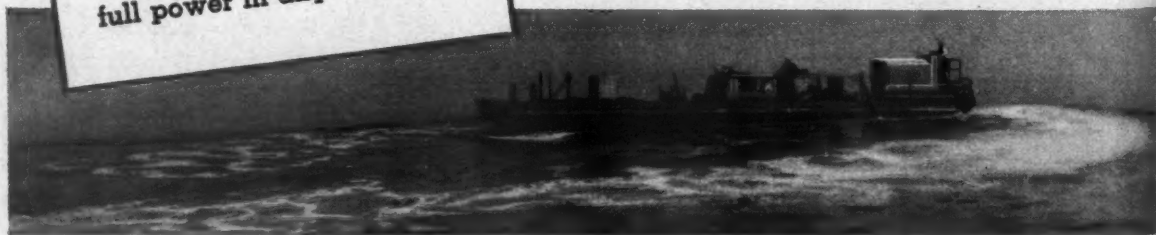
Here's real  
360°  
Steering!

MURRAY & TREGURTHA'S  
**HARBORMASTER**

The "Harbormaster" is the only marine equipment in successful commercial operation today delivering 360° maneuverability!—instant steering control with full power in any direction.

**BY** the talk one would think that 360° maneuverability is a rarity — "Harbormaster" models have been delivering this ultimate in steering control for years! Its simple rugged construction is foolproof! Its performance guaranteed! Select any "Harbormaster" model — ranging from 20 H. P. to 300 H. P., diesel or gas — all give you instant 360° steering control simply by turning the steering wheel or your remote control. With a "Harbormaster", whether in shallow or deep water, you always know where you're going because *you can steer with full power in any direction!*

Write or wire today for new illustrated catalogue detailing all models, showing many applications — the catalogue that will steer you to successful marine operations.



**MURRAY & TREGURTHA, INC.**

High Fidelity Marine Engines since 1885

12 HANCOCK STREET, QUINCY 71, MASS., U. S. A.

MATHEWSON MACHINE WORKS, INC. — Manufacturing Affiliate

SHERBROOKE MACHINERIES, LTD., SHERBROOKE, QUEBEC — Licensed Mfr. and Distributor for Canada

NOV

sons,  
as the  
smalle  
Rhod  
Mar  
reason  
port  
4 of  
the r  
Wh  
boat  
unem  
unem  
likely  
as 40  
when  
Und  
boats  
experi  
ent  
crew  
pay a

MAN

the C  
ment  
rope  
ferenc  
except  
shippi  
CPA  
of onl  
lbs. in  
increa  
compa  
shift  
made;  
lbs. of  
three-  
The  
tinues  
large  
million  
becaus  
indicat  
so tha  
from  
lbs. ar  
estima

CAN

fish p  
month  
miscell  
386,58  
lbs. or  
Afte  
fishery  
the en  
for th  
tember  
to Sep  
Proc  
cases d  
pared  
other  
1945 p  
Alth  
the So  
Septem

FISH

would  
Branch  
headed  
Robert

sons, Rhode Island laws cover 8 or more, which is the same as the Federal law. The tendency probably would be to have smaller boats register in States which have laws similar to Rhode Island, so that crews of 7 or less would be exempt.

Many fishermen may be barred from receiving benefits by reason of owning a share in a boat. For example, a boat with port of registry in Rhode Island may sail with a crew of 11, 4 of whom own a share in the boat. These 4 men, as well as the remaining 7, probably would not be eligible for benefits.

Where standby pay is provided in fishermen's contracts with boat owners, it is doubtful if fishermen could participate in unemployment benefits because technically they never would be unemployed. As fishermen change boats frequently, it is quite likely that one owner would be required to pay tax on as many as 40 crewmen in one year, on the basis of \$3,000 per man, when the normal crew would be 12 men.

Under most State laws integrated companies, those owning boats and shore plants as well, may already have established experience ratings that will require them to pay about 1.8 per cent of the pay roll, which is the national average, for each crew member. However, a boat owner, as such, would have to pay a straight 3 per cent.

**MANILA ROPE**—In order to permit increased production of manila rope during the fourth quarter the Civilian Production Administration has issued an amendment to M-84 which will allow manufacturers to make manila rope for any use in diameters as small as  $\frac{5}{8}$ " (2" in circumference). Hitherto the size limit has been  $1\frac{1}{4}$ " in diameter, except for a few specified types of manila rope used in fishing, shipping and oil-well drilling.

CPA is decreasing the sisal allocation to permit production of only 9 million lbs. of sisal rope, as compared to 18 million lbs. in the third quarter. Conversely, the manila quota is being increased to allow production of 24 million lbs. of rope, as compared to 15 million lbs. in the preceding quarter. This shift will not affect the total amount of rope which can be made; however, for the fourth quarter quota of 33 million lbs. of sisal and manila rope is the same as for the previous three-month period.

The hard cordage fiber outlook for the rest of the year continues to be very bad, with supplies of manila only about half large enough for full requirements. Estimated supplies of 14 million lbs. on hand on October 1 are lower than was expected because of shipping difficulties. Reports from the Philippines indicate that a backlog of shipping has accumulated, however, so that an estimated 27 million lbs. of manila are expected from the Islands during the quarter. An additional 3.5 million lbs. are expected from Central America. At the end of the year estimated inventory will be only about 16 million lbs.

**CANNED PACK**—Because of extremely low production in several of the major fisheries, the canned fish pack in the United States and Alaska during the first nine months of 1946 was eight percent below last year. Except for miscellaneous small items not yet tabulated, the pack totalled 386,580,600 lbs. on September 30, as compared to 421,592,700 lbs. on the same date last year.

After a discouraging early season pack, the Maine sardine fishery made a sudden spurt in August and September, and by the end of the latter month, had exceeded last year's production for the first three-quarters of the year. The pack as of September 30 was 2,123,222 cases, compared with 1,953,216 cases to September 30, 1945.

Production of canned sea herring in Maine totalled 75,240 cases during the 9-month period, and showed little change compared with last year. The pack of Atlantic mackerel, on the other hand, totalled 203,949 cases, about four times as much as 1945 production.

Although still below the prewar average, the shrimp pack on the South Atlantic and Gulf coasts totalled 168,209 cases by September 30, compared with 88,190 cases last year.

**FISHERIES CONTROL**—The Agriculture Department's reorganization order, which would have given control of the fisheries to the Fats and Oils Branch, has been suspended. The Special Commodities Branch, headed by H. C. Albin, and its Fisheries Division, headed by Robert Tyson, now will retain their original status.

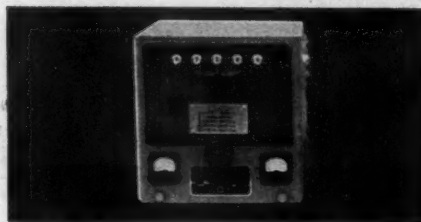


Miles from land,  
he calls:

"GET MY HOME PLEASE"

Fisherfone Radio Telephone and Radio Pilot Direction Finders are built to overcome weather, distance and delay. They are dependable, convenient, and a pleasure to operate.

The "CAPTAIN"



100 Watt Fisherfone Transmitter  
5 Transmitting Channels, 32V, DC:  
110V, AC or DC. . . 25 and 40  
Watt Fisherfones  
also available

FISHER



A MARK OF QUALITY

FISHER RESEARCH LABORATORY, INC.  
PALO ALTO, CALIF.

Send for our illustrated folder  
and the name of nearest dealer

# Spanning **60** YEARS of dependable **ENGINEERING**



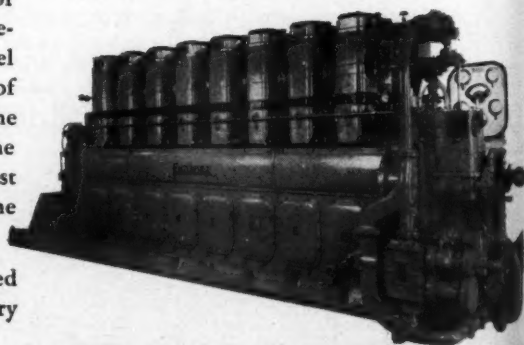
*The accompanying views portray the span of 60 years of progress in the harbor of San Francisco, the city in which Enterprise Engines have undergone their development and advancement. When in San Francisco plan to visit the Enterprise Plant.*

## ENTERPRISE DIESELS

In the early days of the development of Internal Combustion Engines, Enterprise took its place as a leader in the ranks of this great industry's pioneers. Revolutionary in the advancement of power was Rudolf Diesel's discovery of the Diesel principle in 1892, although it was not until after the turn of the century that the first Diesel engine was produced in the United States. When the First World War emphasized the need for expanded development of this type of low cost power unit, Enterprise again took the lead, turning out the first Diesel engine ever manufactured in San Francisco.

In the succeeding chain of years, Enterprise has attained and maintained an enviable reputation in the Diesel industry—based on the primary factor of *dependable engineering*.

Today Enterprise Diesel Power is serving every branch of industry, the world over. When considering Diesel Power for your needs, avail yourself of Enterprise's sixty years of cumulative experience. Consult with Enterprise Diesel Engineers for stationary or marine installations.



## ENTERPRISE ENGINE AND FOUNDRY CO.

18th and FLORIDA STS.  SAN FRANCISCO, CALIF.

NEW ORLEANS • BOSTON • WASHINGTON, D. C.  
SEATTLE • CHICAGO • LOS ANGELES • NEW YORK

DIESEL ENGINES • PROCESS MACHINERY • OIL BURNERS • HEAVY MACHINERY



# FAO Reports On Fishery Activities

## Distribution, Supply and Demand Discussed At Copenhagen Meeting

**T**HE gradual transition of a world organized for war towards one organized for peace and the part which the Food and Agriculture Organization is playing in that movement, make necessary a continued review of the fisheries problem.

Certain wartime institutions have disappeared and others are about to be dissolved. Still others have changed in nature. Certain types of controls have been relaxed and nations are working out new agreements. All these have a bearing on the approach of FAO to fisheries since it is necessary to take them into account in order to assess the relative urgency of the many fields of action open to the newly formed Fisheries Division of the FAO.

In the subsequent paragraphs the Fisheries Committee of the recent Copenhagen Conference has endeavored to indicate at least some of the more urgent problems in which FAO could play a useful part. Surpluses and shortages (where they exist), prices of fish, the question of fresh fish as opposed to frozen fish, marketing and distribution; the urgent need for the rehabilitation of the fishing industries which have been devastated by the ravages of war, including the building up of the fleets; and the development of fisheries in underdeveloped areas are all problems of the greatest urgency. An interchange of information on these problems as they exist and the solutions proposed for them in different countries during the next year or so is a matter which FAO might seek to secure, as the availability of this information can point the way to the remedial measures required.

### Inclusion of Fishery Products

The Fisheries Committee, in its report to the First Session of the FAO Conference, stressed the fact that a tangible solution to the fundamental problem of the irregularity of certain kinds of fish supply may be the application of the buffer stock principle to products such as salted and canned fish, fish oils, fish meal and vitamin oils, and the application of new methods of fish preservation to other fish products.

Consequently, the Committee attaches the greatest importance to the definite inclusion of fish and other marine products within the ambit of any World Food Board's operations, and this should not be left to be vaguely assumed.

### Problem of Surpluses

The first of the matters brought out in the Report of the Standing Advisory Committee on Fisheries is the problem of surpluses. It should be emphasized that surpluses can also lead to the limitation of fishing and to the wholesale destruction of valuable fish catches because they are incapable of being distributed to those who need them. Surpluses also occur in certain countries in the case of fresh-water fish.

But the problem of surpluses, while acute in certain northwest European countries, is by no means universal. Other problems await the attention of FAO. In many countries there are large potential fish stocks, which are at present not available to the consumer. Here the problem is one of development of the fishing industry involving such questions as boat building, selection and provision of suitable gear and training in its use, preservation and refrigeration, landing, marketing and distribution, processing, and finally scientific research.



A. W. Anderson, chief, Commercial Fisheries Division, Fish & Wildlife Service and member of FAO Committee on Fisheries, who attended Copenhagen Conference.

Apart from this there is the question (which already arises in many countries and is bound to arise in others) of developing necessary facilities for the manufacture of fish meal and oils, and for the processing of fish that cannot conveniently be distributed in a fresh condition to the consumer.

Furthermore, while it is clearly visualized by the Standing Advisory Committee that FAO should play its part in the overfishing problem, which in relation to the North Sea and other areas adjacent to the British Isles, has already formed the subject of an International Conference in London in April 1946, there is the question of regulation of production apart from its application to the overfishing problem.

Lastly, there is the problem of fish prices. It has been necessary in certain countries to fix prices both for home consumption and for export. It might well be necessary for the purpose of an economic fishing industry for this practice to be continued.

In the solution of all these problems, the Committee considers it essential that FAO should play its part, but it must provide itself in the first instance with all the necessary information on the subject.

### Emergency Economic Committee for Europe

The Fisheries Committee supports the recommendations respecting fisheries in the Report of the Special Meeting on Urgent Food Problems, as follows: (a) that the Emergency Economic Committee for Europe (EECE) be asked to continue its work concerning fisheries throughout 1946-47; and (b) that FAO be asked to undertake a study of the longer term fisheries problems, including impediments to international trade in fish and fish products, the dangers of overfishing, and the possibilities of overinvestment in fishing fleets and fish producing facilities.

With regard to the future work of EECE, the Committee has noted its efforts to bring about increased production and consumption of fisheries products in European countries. In spite of the difficulties which EECE has encountered, the Committee believes that fish supplies can and should be used in greater quantities to meet, in part, the critical food shortages which are likely to prevail in certain areas of Europe during the next 12 months.

In order to promote this objective, until such time as an FAO European regional office is established, it is recommended that EECE continue to keep the fish supply situation under review and to use its offices in bringing supplying countries and consuming countries together on matters of mutual interest.

Financial difficulties (i.e. budgetary, price, and exchange problems) appear to constitute the greatest single obstacle to expanded consumption of fish in European countries. The Committee understands that these difficulties in the way of the movement of goods to satisfy urgent needs have been referred to the Assembly of the United Nations, and recommends that the important question of fish supplies should be considered in connection with the general inquiry.

It is believed by the Committee that existing facilities for production of fishery products can meet a considerable increase in demand. As a first step towards a more adequate utilization of fish supplies, it is recommended that the Conference call upon European countries desiring to import fish products or expand their present imports to indicate their potential requirements for the next year to EECE as soon as possible. It is also recommended that a representative of the Fisheries Division of FAO be nominated as adviser to the Working Party of EECE on Fish Supplies.

### Collaboration with UNRRA

Since the accomplishments of UNRRA in supplying fishery products to the people of liberated countries have been so great, the Committee feels that it is a matter of the utmost urgency to ensure that this work is continued as long as the present crisis exists.

The Committee wishes to emphasize that fish is a valuable food and an important source of certain vitamins and is already available in such large quantities that surpluses occur even within

(Continued on page 38)

# Principles of Diesel Lubrication

## Functions of Oil, Hints for Its Proper Use and Effects of Operating Conditions\*

**H**IGH taxes on gasoline, not applicable to other fuels, and the need for engines producing higher torque at low speeds offered incentive for the development of the Diesel engine. With its development, the Diesel has come into direct competition with gasoline and steam engines for marine service.

There are two main differences between Diesel and gasoline engine construction. The first of these is the heavier construction of the Diesel because the peak pressure reaches values 30 to 50% higher than in the gasoline engine, and the second is the substitution of a high pressure fuel injection system in the Diesel for the carburetor and electrical ignition system of a gasoline engine.

Lubrication oils, like materials used in engine construction, have definite limits beyond which they cannot be expected to give trouble-free operation over extended periods of time. Piston deposit and ring sticking troubles in the Diesel are, from the standpoint of oil, largely the result of high temperature and excess air which is present. Selection of the proper lubricating oil and fuel for the particular engine and operating conditions is, of course, essential in securing optimum performance.

### Lubricating Functions of the Oil

The lubricating oil in a Diesel, as in a gasoline engine, must serve both to lubricate and cool the working parts of the engine. In the Diesel, however, the higher piston temperature and the large surplus of air which is present impose more severe operating conditions on the oil. This means a greater chance for its oxidation and cracking. Products such as coke, varnish and lacquer-type materials may be formed and may deposit on the piston surfaces. The rings may be held tight by a deposit which somewhat resembles the sealing compound of an electric dry cell; coke may be deposited in objectionable amounts behind the rings and on the piston above and outside the top ring, and the underside of the piston may become coated with coke which impairs heat flow and cooling of the piston.

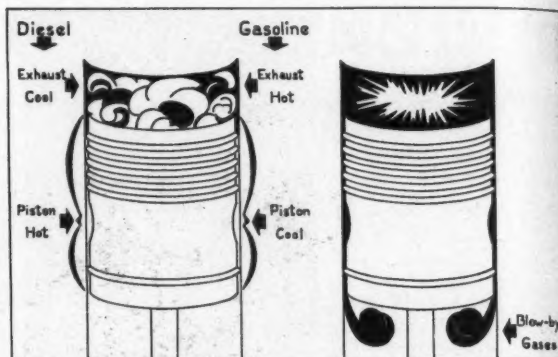
Such undesirable deposits may be partly products of oil decomposition, partly products of incomplete combustion of the fuel, and partly dust, silica, etc., drawn in with the air. To combat the adverse conditions under which the lubricating oil must function, oils have been developed which are vastly superior to their predecessors in resisting the deleterious effects of heat and oxygen.

The most difficult parts to lubricate properly in a Diesel engine are the pistons, rings and cylinder walls. Pure air is drawn in on the suction stroke and is then compressed, and since the combustion is at first localized very largely around the fuel jet, the gases which are driven down past the piston are mostly free air with relatively little burnt gas. The high oxygen content in the hot Diesel blow-by gases and also the high temperature of the pistons promote oxidation of the oil on the pistons and cylinder walls.

In the Diesel engine the compression ratio is usually more than twice as great as in the gasoline engine and the expansion ratio is correspondingly greater, resulting in greater cooling of the exhaust gases. The gases seldom reach the exhaust valve at a temperature above 1000 to 1200°F., but the period of high temperature in the cylinder is continued for a very much larger crank angle than in the gasoline engine. This is partly because the fuel-air charge is not readymixed in the Diesel and the combustion takes place at a definite rate over a period of time. A second reason is that spraying the fuel into the combustion chamber through a nozzle may permit a directed flame to play on the upper cylinder wall or on the piston itself, producing hot spots. For these reasons the pistons in the Diesel generally run from 100 to 150°F. hotter than in a gasoline engine.

There is a third factor which may also impose a greater burden on the lubricating oil in the case of Diesel compared to gasoline engines; namely, the dilution or contamination of the lubricating oil with unburned or partially burned fuel residues. This diluent is, in general, of very low stability. More-

\* Excerpts from a book on the Lubrication of Diesel Engines issued by Gulf Oil Corporation — Gulf Refining Company.



Left, the hotter Diesel piston puts more strain on the lubricating oil than the cooler gasoline engine piston. Right, Diesel blow-by gases contaminate lubricating oil with fuel and soot.

over, the diluent from Diesel fuel is less volatile than that from gasoline. Because of this lower volatility, and the lower crankcase oil temperature in many Diesels as compared to gasoline engines, most of the dilution from Diesel fuel remains in the oil as a contaminant, whereas in the gasoline engine a large portion of the diluent is usually removed from the oil by vaporization in the crankcase.

Modern Diesel engines generally show a substantially lower lubricating oil consumption than do gasoline engines. This is the result of various factors, among which are: higher compression pressure, more rings per piston and lower engine speeds. Although oil consumption may be relatively low, it is nonetheless important to observe a safe oil change practice in order to obtain best performance.

Proper lubrication of the crankshaft, connecting rod and other bearings in a Diesel engine is no more difficult to accomplish than in any other kind of internal combustion engine. Where corrodible alloy bearings are employed, such as copper-lead or cadmium alloy bearings, it is, of course, essential to use a lubricating oil which, if changed at proper intervals during the service in question, is non-corrosive to such bearings.

### The Cooling Function of the Oil

The lubricating oil must cool the engine. In a gasoline engine the amount of heat from the combustion process reaching the oil may be 5 to 10% of the total heat of the fuel; for the Diesel it might be even more. It is obvious that not only the water in the jacket but also the oil must serve as a cooling fluid. The piston is very imperfectly cooled by transfer of heat from the piston through the oil film to the jacketed cylinder, and whatever heat is not taken away by such means must be carried away: (1) by oil passing through the oil control rings back into the crankcase; (2) by heat transmission through the wrist pin bearing and down the connecting rod to the connecting-rod bearings; or (3) by oil spray or splash against the underside of the piston crown.

Lubricating oil is the principal cooling medium for all these parts. Heat so carried away must be rejected through the crankcase to the atmosphere and through oil coolers or heat exchangers which may be provided. Excessive oil temperature should be avoided, as the viscosity and load-carrying capacity of an oil are reduced rapidly as the temperature is raised.

Adequate cooling cannot be secured without adequate oil flow. To do a good cooling job requires something like several hundred times as much oil as is needed to lubricate.

Continuous operation of an engine under full load at low speed may lead to bearing troubles. In general, a bearing can carry more load at high speeds than at low speeds, provided

(Continued on page 42)



# Chemical Control of Oyster Parasite

Dr. H. F. Prytherch Describes Method  
For Exterminating New Sporozoan Pest\*

**D**EVELOPMENT of practical methods to control the new microscopic oyster pest, *Nematopsis ostrearum*, by a combination of mechanical, chemical and biological procedures has been under investigation. In order to protect oysters from heavy infections of this parasite, it is necessary to concentrate on destruction of the abundant, little, mud crabs on the oyster beds and adjacent areas, because they are the primary hosts which transmit the disease from dying to healthy oysters after tremendous reproduction of the infective stages has occurred in their intestines.

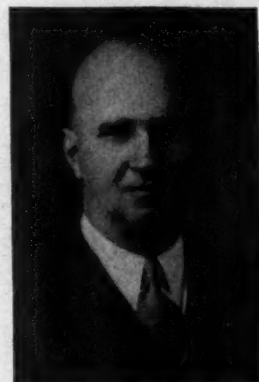
The oyster planters should endeavor to collect and eradicate the mud crabs by carefully cleaning the bottom before it is planted with seed or adult oysters, and also by removing therefrom, old shells, plants or other debris so that any remaining crabs or new arrivals will have no protection from predacious fish or other natural enemies that may eat them. The most serious oyster mortalities caused by *Nematopsis* have occurred on bottoms heavily covered with shells or rocky materials in which the infected mud crabs were able to survive oyster harvesting operations and were ready to deliver millions of infective stages to the next crop of spat, seed or adult oysters.

Planters should avoid if possible the use of seed oysters containing large numbers of the spore stages of this parasite, though fortunately there is no reproduction of *Nematopsis* in the tissues of the oyster or likelihood of it causing muscle paralysis in young

specimens unless they receive additional heavy infections under unfavorable growing conditions.

Since the extensive natural oyster beds or public rocks cannot be satisfactorily protected by mechanical means, a series of experiments are being conducted to perfect a quick, chemical treatment of the bottom to destroy the mud crabs on these important areas and on privately planted beds where infected oysters are showing a weakened condition of the shell muscle.

In agriculture, chemical sprays and special fertilizers are used successfully in controlling insect pests and weeds, and the oyster farmer undoubtedly needs a similar system for protecting his shellfish from their many natural enemies, diseases and competing organisms. At the Beaufort, N. C., laboratory of the Fish & Wildlife Service and its Experimental Oyster Farm, encouraging results have thus far been obtained in the use of chlorine compounds for quickly "sterilizing" the oyster beds and killing the mud crabs without injury to this shellfish.



Dr. Herbert F. Prytherch

Fortunately the oyster has a water tight jacket or shell to protect it from brief applications of this or other toxic chemicals and lives in an alkaline environment which quickly neutralizes the chlorine applied to the beds in a gaseous, acid or powdered condition. Preliminary experiments under laboratory and field conditions, with the chemical, calcium hypochlorite (B. K. chlorine powder) have shown that it will kill the mud crabs in 20 to 30 minutes at concentrations of 1000 to 2000 parts per million of chlorine in normal seawater.

The commercial powder contains 50% available chlorine and is used extensively as a bactericide, disinfectant and deodorant in farm dairies, creameries, ice cream factories, canneries and other types of food producing and serving establishments. A dilution table for this chemical is provided by the manufacturers of the B-K brand by which it easily can be added, in powdered or liquid form to seawater solutions so as to produce concentrates ranging from 5 to 5,000 p.p.m.

In the experiments with calcium hypochlorite, mud crabs of large and small size, seed and adult oysters, clams, and the oyster drill, *Urosalpinx*, were subjected to various amounts of the powder, which were added to seawater solutions of both an alkaline (normal) and acid type. In the former, the calcium hypochlorite quickly settled to the bottom as a fine powder and gradually caused the death of the crabs as it released hypochlorous acid in a thin layer over the bottom.

When the seawater was acidified with commercial hydrochloric acid to a pH of 3.5, before the calcium salt was added, the final solution contained free chlorine in a gaseous state which exterminated the smaller crabs in approximately 10 minutes and the larger crabs in 20 minutes at a chlorine concentration of 1000 p.p.m. The oysters and clams of different ages showed no evidence of injury when subjected to several doses of this powder even in acidified seawater solutions at chlorine concentrations as high as 5000 p.p.m. The latter caused death of many of the oyster drills but this pest is difficult to destroy with one application because it quickly withdraws into its shell.

Chlorine is rated as the most economical and widely used means of controlling fouling organisms in salt and fresh water circulating systems of industrial plants so its occasional use on oyster beds to eliminate the mud crabs and prevent infections of the sporozoan parasite appears to be an inexpensive practical procedure.

(Continued on page 34)

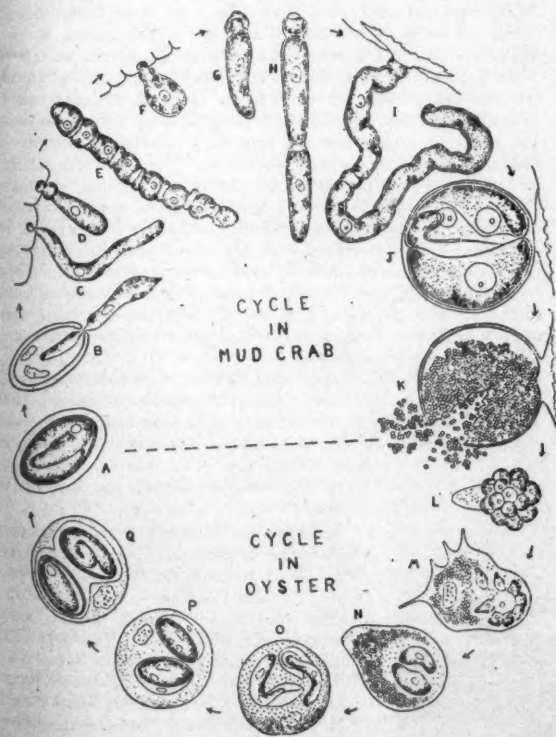


Diagram of the life cycle of "*Nematopsis Ostrearum*", sporozoan parasite of the oyster: (A) spore in oyster tissues; (B) hatching of spore in intestine of mud crab; (C-I) growth of sporozoite in crab; (J-K) reproduction of parasite and release of thousands of infective stages (L); (M-Q) growth of sporozoites in blood cells of the oyster which become greatly enlarged causing circulation blockage and paralysis of the muscle.

\*A speech delivered at the recent Oyster Convention by Dr. Prytherch, biologist in charge of U.S. Fishery Laboratory, Beaufort, N. C.



# Campobello Thrives from the Sea

By Walt Wandell

**F**OR a modern illustration of the old adage about a man "living and dying with his boots on", check Campobello Island, New Brunswick. Although popularly known for the annual Summer visits of the late Franklin D. Roosevelt, the island is more of a working community of the sea than many resort points along the North Atlantic coast. On Campobello, in fact, the average man not only wears his boots, but is a "farmer in oilskins" who harvests the sea for a livelihood.

With the rapid expansion of the sea moss industry along the coast, this latter comparison promises to become even more literal, for the island is now considering a drying venture which would add marine "haying" to the present range of salt water "farming". Lloyd Cook, of Wilsons Beach, has received bids for his sample mosses and is planning a drying station along a curve of waterfront which might become one of the island's major industries.

Price offers have ranged up to twenty cents a pound from Chicago packing houses using moss as a stabilizer for cheese and other dairy products, and the island is likely to become a new outpost in expansion of the American moss industry into the Maritime provinces. This northward race along the Maine coast has been one of the chief developments of the Summer with two firms reaching out from beginnings at Bailey Island, Me., and Chicago packers bidding directly for sources. Missionary work has been advanced along the entire coast in an effort to increase output and interest down Easters in a lucrative industry. Small Point, Me., where Marine Growths, Inc., has its major plant, is now the center of the industry in this area and contemplates an output of 3,000,000 lbs. this year.

At Campobello exceptionally rich growths of moss have been surveyed and sampled out, with the result that one Chicago firm sought to buy and establish its own drying and processing station. Mr. Cook, who has advocated a locally developed and maintained industry, was employed during the war in test dragging out of Nova Scotia, and has had a hand in extension of herring scaling for essence production throughout the New Brunswick islands.

Otherwise, Campobello adheres to older forms of salt water farming which bring the population into a direct, daily relationship with the sea. Tub trawling, purse seining for herring, weir trapping and hand-lining and jigging are major outlets, which find the island "farmers of the sea" making steady and substantial harvests. Wilsons Beach, the largest fishing port on the island, which is fourteen miles long, has one of the biggest tub trawler fleets on the North Atlantic and maintains a population of between 1300 and 1400 from its fisheries.

More than 95% of the able male population is dependent upon the fisheries in one form or another, according to waterfront

spokesmen, who have a prideful interest in their sea-born heritage. This proportion embraces a range from newly returned veterans of the Canadian forces to such oldsters of the community as James L. Savage, 79, and Beverly Lank, 83, who are still active. Between these two extremes, on the other hand, is a range of self-sufficiency which finds Wilsons Beach a model and prosperous fishing community of the old, thorough-going pattern.

Boats are built and launched virtually from the front door, twine is knit and rigged in the open, and the community has deep-dyed aspects of a salt water heritage in every detail of its picturesque life. This Summer, however, opening of a new auto-ferry service from Lubec ends the island's isolation.

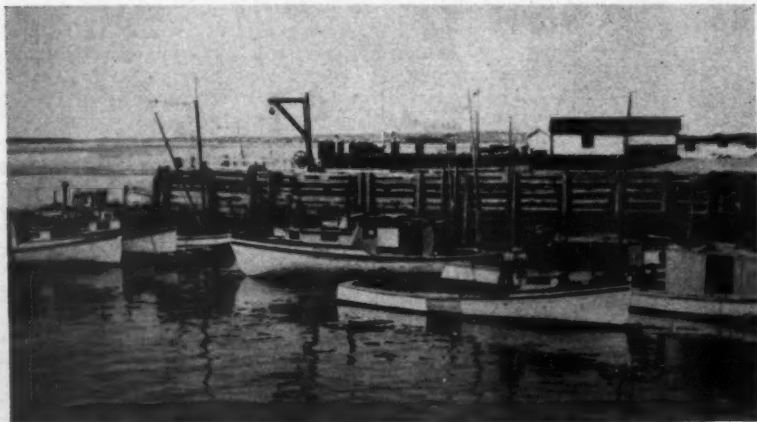
Old and new together, everything at Wilsons Beach flows down to a single focal point: the fish wharves. Neatly maintained, these wharves are still in the midst of rebuilding from last Fall's heavy gale and tide, which smashed coastal installations throughout the Eastport, Lubec, and New Brunswick areas. Wilsons Beach was shattered by waters which not only wrecked the wharfage, but cleaned out a row of waterfront structures, including boat building shops and ways. The Canadian Government has rebuilt the wharf, but the loss to private property and industries dependent upon the waterfront has been severe; one of the risks of a full-fledged community of the sea.

The rebuilt wharf provides snug berthage for the trawler fleet, which discharges its catch daily to H. Jackson & Co. (who maintain a floating pier for wholesale and retail operations) or to carriers bound for Eastport and St. Johns, N. B. The H. H. Welch Co. sardine plant, abutting the wharf, provides an outlet for weir herring catches and seining operations, in season. Scales are run to Eastport for processing by essence plants.

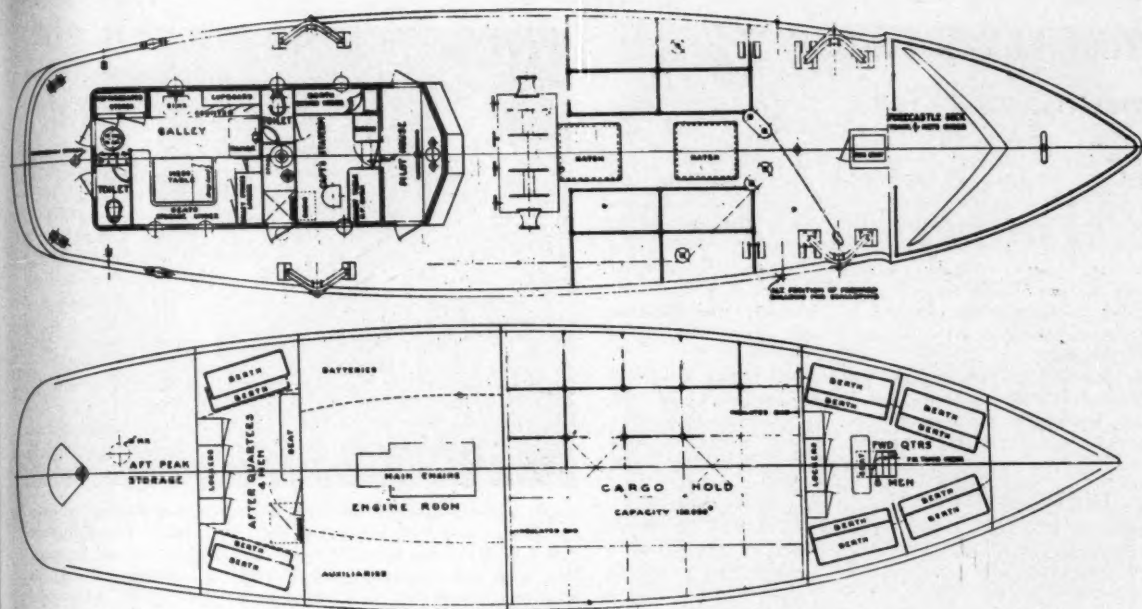
Baiting with herring, the trawlers use the standard tub method for line trawl—rigging ten lines to the tub, and two lines to each sharp. Crews usually run two to a boat, and, while catches are small in comparison to large-scale operations on the sea today, they are steady and profitable. They are also the basis for the independent status of the small farmer in oilskins. Catches run mostly to cod and haddock, but a recently developed sideline is a "grab-all" method of catching large pollock. This employs a hand-line rigged with a heavy lead at the bottom and nine regularly spaced hooks. Fished so that it drifts on the powerful Passamaquoddy tides, this type of gear has proved highly successful and popular. Fall months provide the best seining opportunities for herring and island seiners enlist crews locally when the season is underway.

Sardine carriers designed and built at Campobello originally carried sail, but have been converted entirely to power. However, a commentary on the blending of the old and the new is the claim by island fishermen that, rigged again for sail, these craft could hold their own against some of the expensive yachts visiting the area in the Summer.

Some of the trawlers and their skippers discharging catches regularly at the Wilsons Beach wharf include the Walter and Arnold, with Arnold Matthews; Jacqueline M. Archie Matthews; Quoddy Queen, Gallo Matthews; Reggie Le Blanc, Thaddeus Cook; Zodiac, Freeman Newman; Alisia Craig, Roland Newman; Anna B., Ethebert Savage; Joan Helene, Austin Porter; Vivien Pearl, Jack Fitzgerald; Grace Darlin, Elmont Newman; Carol & Ann, Robert Jackson; Jack Girl, Osborne Fitzgerald; Alkiris, Douglas Newman; Lady Luck, Lloyd Brown; Pearl and Blair, Harvey Newman; Maple Leaf, Rice; Rosalie, Milton Newman; and Pearl, Percy Newman. Other trawler operators include: William Mallock, William Finney, Durrell Pellenton, Dalton Newman, Robert Babcock, Whitney Brown and George Brown.



A section of the dock at Wilsons Beach, Campobello, showing part of the line trawler fleet tied up between trips.



Arrangement plans of 88'6" steel dragger designed by Brunswick Marine Construction Corp., Brunswick, Georgia.

## Steel Dragger Design Has Advanced Features

PLANS for a new type, all welded, steel fishing dragger have been developed by Brunswick Marine Construction Corp., Brunswick, Ga., for Boston fishing interests. Designed by Egbert Moxham, Jr., the 88'6" boat incorporates many of the new ideas proven in the recently built 65' shrimp trawler *San Simeon* which will result in increased economy of operation and maintenance.

With a 22' beam and a draft of 10' loaded, the hull has been arranged to provide the proper weight distribution for any condition of loading without the use of heavy concrete ballast, and the space usually devoted to concrete has been utilized as innerbottom, fuel oil tanks. The power plant specified, a General Motors 6-71 twin, developing 330 hp., will provide ample power and further reduce dead weight. Either one of the engines can be completely removed for overhaul through bolted access plates.

While strongly built to scantlings in excess of classifying societies, the boat will be of lighter actual displacement than conventional draggers, allowing more hours of fishing and running to and from fishing grounds per gallon of fuel used. The vessel will show very little change of trim whether iced, fully loaded, full or low on fuel. The all welded, steel construction will follow the designer's patented, genetrix method, making a strong, fair boat whose shape has already proven itself to be dry, comfortable and able. In addition to decreasing displacement where undesirable, the compact power plant also makes possible a long, easy run to the hull, further increasing economy of operation.

Following modern practice, there are quarters for eight men in the fo'c's'le, four aft, while the galley is located in the deck house in addition to the captain's stateroom. This arrangement removes the cooking and eating facilities from any sleeping quarters. The galley is neatly laid out to provide comfortable eating conditions as well as ample working space. The mess table is located on the starboard side and arranged with seats around three sides. Entrance to the galley is made from the aft end of the deck house.

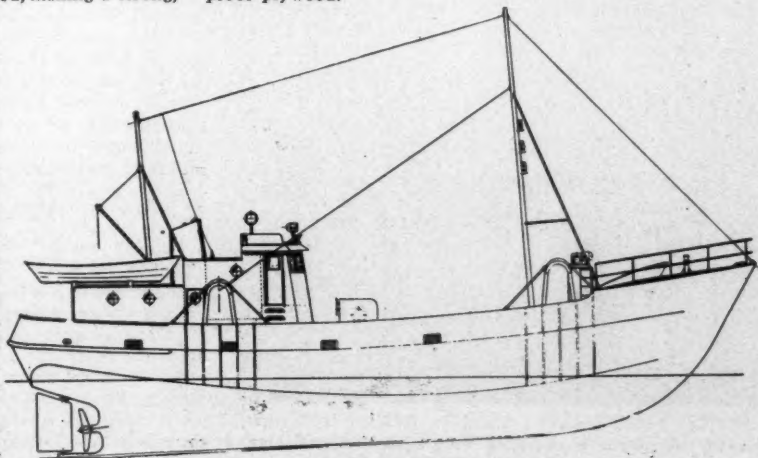
The aft quarters, located between the engine room and after peak storage space, are entered from a companionway about

midway on the starboard side of the deck house and provide access to the engine room. In the Captain's stateroom, besides a chart table, direction finder and radio, there are private lavatory facilities.

With no obstructions protruding from its clean straight sides, the deck house is well planned, utilizing all space to good advantage, including a crew's lavatory in the aft end. The engine room stack is carried up through the center of the deck house between the captain's lavatory and the aft quarters' companionway.

A provision has been made whereby the forward galleys frames may be changed to alternate position for scalloping. The fish hoist is conveniently located atop the entrance to the fo'c's'le.

The specifications call for a Lister-Blackstone 5 kw. auxiliary generator set with pump, a 110-volt electrical system, Modine convectors for heating all quarters with steam supplied by an automatic, oil fired boiler located in the engine room, New England "Highliner" winch, and Edson steering gear and emergency bilge pump. The fish hold, with 130,000 lbs. capacity, will be insulated with four inches of cork and all quarters will be insulated with two inches of rockwool and ceiled with waterproof plywood.



Outboard profile of 88'6" steel dragger.

## Great Lakes State Boundaries Set

Representatives of the Governors of Wisconsin, Michigan and Minnesota agreed upon recommendations for the fixing of State boundary lines in Lakes Superior and Michigan at a conference held in Madison, Wis. on October 30. Some boundaries in the Lakes long have been fixed, but in other instances jurisdiction of the various States is unclear, leading to difficulties in enforcing the various laws of each State. In particular, the Wisconsin Conservation Commission has difficulty in preventing Michigan fishermen from fishing near the Apostle Islands during Wisconsin's closed season.

The proposed boundary in Lake Superior would give Wisconsin control over the waters around the Apostle Islands. Jurisdiction in Lake Superior among the States was divided along a line running from the center of the channel in the mouth of the Montreal River to a point where a line between Pine Point, Ont., and Pigeon Point, Minn. touches the International boundary.

The division of Lake Michigan would give Wisconsin jurisdiction over 6,518 square miles of the Lake, while Michigan would control 6,342 miles. Lake Michigan north of the Illinois line was divided into seven districts by running imaginary lines between lights on the Wisconsin and Michigan shores. Those areas were then divided, and the west half assigned to Wisconsin, the east to Michigan.

Still remaining to be settled was the boundary between Wisconsin and Minnesota in Lake Superior. A conference on this was scheduled to be held November 19 in Duluth, Minn.

### Herring Run Underway

The annual Fall herring run arrived off several Great Lakes ports the latter part of October, and commercial fishermen brought more than 12 tons of fish to the dock at Bay Port, Mich. daily. However, the run has not yet developed to its full extent, and the fish being taken are small. It takes 4 or 5 fish to tip the scales at a pound this season, while in years past the average fish weighed slightly more than a half pound.

Herring were selling for approximately 7c a pound in 100-pound lots, without container, at the Bay Port dock late in October.

### To Collect Spawn

The Fish Division of the Michigan Conservation Department has made arrangements for obtaining the spawn which are taken before and after the closed seasons for trout, whitefish and chubs in the Great Lakes. Spawn from Lake Michigan will be turned over to the hatcheries at Harrietta, Oden and Thompson, while whatever spawn is produced in Lake Superior will be delivered to the Fish & Wildlife Service station at Duluth, Minn. Any surplus will be planted in the spawning grounds.

The closed seasons are as follows: Lake Huron—trout, October 1-31; whitefish, November 1-December 1; chubs, October 15-November 20; Lake Michigan—trout, October 10 to November 10; whitefish, November 5-December 10; chubs, October 15-No-



The 50' tug "Frank Braeger" owned by Charles A. Braeger, Milwaukee, Wisc. She is equipped with a 60-70 hp. Kahlenberg gasoline engine and a Pentwater lifter.



Capt. Nijay Wideman (left) and his son Capt. Russell, shown mending a net; both sail out of Bay Port, Mich. for Bay Port Fish Co. Nijay has spent 31 years on Lake Huron and Saginaw Bay with the company while Russell, a veteran, joined the firm seven years ago. Their two crews have set 51 nets to be lifted this fall for the annual herring run.

vember 20; Lake Superior—trout, October 10-November 4; whitefish, November 1-November 26; chubs, October 15-November 20; and Lake Erie—whitefish, December 1 to March 10.

### Big Whitefish Shipment

One of the largest amounts of whitefish ever to be shipped from Tawas City, Mich., was sent to market early in October when \$25,000 worth left there during a two-day period. Nate Barkman, local fish broker, stated that a few days before and during the beginning of the Jewish holidays whitefish was selling for 90c a pound, F.O.B. Tawas City. However, the price of whitefish on the Chicago market had dropped considerably by the middle of October as the result of a slackening in demand.

### Kavanaugh Has New Plant

Processing operations of the Kavanaugh Fisheries, Essexville, Mich., soon will be moved into a newly-constructed 57' x 100' one-story concrete block building. Plans call for marketing consumer-size packages of frozen fish fillets, instead of the iced fish "rounds" which the firm has produced in the past. However, as yet refrigeration and freezing equipment have not been obtained.

### Waukegan, Ill. Tug Makes Big Haul

The Diesel-powered fishing tug *Mathon*, owned by Mathon Kyritsis, Waukegan, Ill., and skippered by Ernest Ellefson, also of Waukegan, recently made a record haul of 9,000 lbs. of fish in Lake Michigan 15 miles from shore. Crew members of the tug are Engineer Norman Paulson and First Mate Charley Tilley.

In recent years Kyritsis has been shipping 150,000 lbs. of lake trout annually to the Chicago market, approximately 10 times the amount of his catch when he started fishing in Lake Michigan waters 25 years ago.

### Chicago Fishery Exhibit

A fishery products display was presented at the Food Service Directors' convention held in Chicago on October 10-12, under the direction of the Educational Section of the Fish & Wildlife Service, and in cooperation with the National Fisheries Institute, the Oyster Institute of North America, and several Chicago fish dealers.

Since a large proportion of the 400 people who visited the fisheries booth were connected with the management of school lunch cafeterias, several species of fish suitable for use in low cost school lunch menus were shown along with the higher priced varieties.



## Maine Canner Discovers New Smoking Process

A new process for smoking herring, which will reduce the time necessary for this operation from 2 or 3 hours to approximately 10 seconds, has been discovered by Glenn Lawrence of the Belfast Packing Co., Belfast. Experiments are being conducted at B. H. Wilson Fisheries, Eastport, by William Hamm and Walter Rust of the Fish & Wildlife Service in an effort to perfect the new method for use on a commercial scale.

Under the new system a chamber 5' long, 20" wide and 3' high is placed over an endless chain on which trays of the canned herring are placed. Inside the chamber the smoke, which has a positive electrical charge, is run in the usual fashion. The charge of current causes the smoke to be attracted to the fish, which are negatively charged, and the cans are as thoroughly smoked as they would be if the herring had been placed on flakes and racks of them put in a smoking room for two or three hours.

### Request Buoy for Grand Manan Shoals

At the request of Cutler fishermen, Sea and Shore Fisheries Commissioner Richard E. Reed has appealed to the Coast Guard to place a whistling or bell buoy on Grand Manan shoals, which lie offshore about 30 miles from Cutler Head. At the present time it is difficult for even older and more experienced fishermen to locate the shoals, especially in thick weather. If the shoals were properly buoyed, a large area of productive fishing ground would be opened.

### New Fish Company at Sargentville

Lewis L. Kawalick of Brooklyn, N. Y. and associates have purchased the former Guild wharf property in Sargentville, and have formed a wholesale fish company. The new firm is known as Sedgwick Maine Fish Co., Inc., and operations were expected to begin by November 1. Those associated with Kawalick in the enterprise are David Price of Brooklin, formerly of New York; William Valenti; D. Frederick Wolin, James Clemenza.

### Need College of Fisheries

Declaring that one of the primary needs of Maine's fishing industry today is a college of fisheries, Erich Zwinkle, Cutler fish dealer, stated that the only way to realize in full the potentialities of the industry is to train the younger generation of fishermen in navigation, marine engineering, oceanography, marine biology and chemistry as well as in the scientific handling and marketing of seafood products.

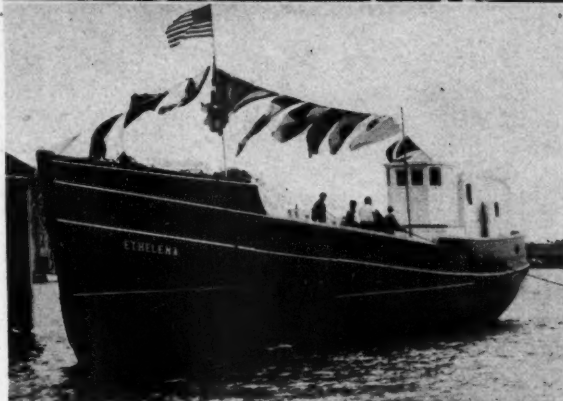
Zwinkle claims that not only do young fishermen today need this training for their immediate requirements in the fishing industry, but that the industry itself needs scientifically trained personnel who would be qualified to experiment and discover new products from the sea.

### Seek Market for Seals

In an effort to somewhat relieve the damage which seals do to lobsters and herring, and at the same time to provide additional revenue for Maine fishermen, Sea and Shore Fisheries Department officials are attempting to provide a market for the animals. Samples of seal meat and seal fat have been shipped to several cat and dog food packers, as well as to users of high grade oils. The seal population has increased considerably since discontinuance of the seal bounty some years ago.

### Destruction of Egg Bearing Crabs

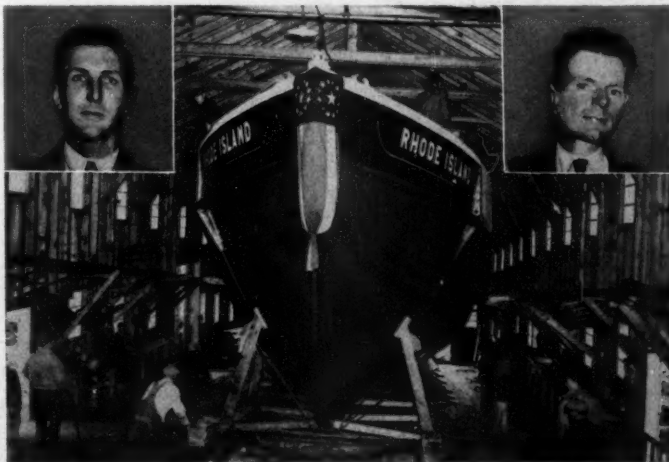
Claiming that the continued indiscriminate destruction of egg bearing crabs would shortly make that Maine shellfish extinct, Willard Look, Whiting crabmeat packer, warned that legislation to protect spawn crabs, similar to that now in effect for female lobsters, is vitally necessary. Look stated that the catch of crabs has declined steadily for the past four or five years, and that this year it is expected to be only about one half of what it was in 1945.



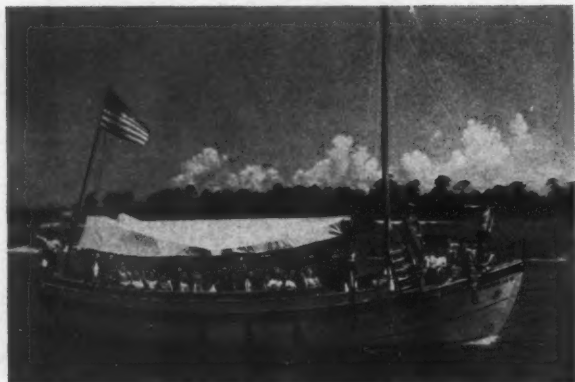
Top, principals at the recent launching of the 85' dragger "Ethelena" at Morse Boatbuilding Co., Thomaston, Me. Left to right: Mrs. Ethelena Thompson, sponsor and wife of the owner; Capt. Otis Thompson, owner; Mrs. Russell Redman, and Capt. Lewis Thompson, son of the owner who will become skipper of his father's "Elinor and Jean". The "Ethelena", shown after launching, will be powered by a 250 hp. Atlas.

### Cite Lack of Processing Facilities

Fish processing facilities of the city of Portland are wholly inadequate for the current demand from the west and other areas, according to Executive Secretary Edward H. Kessler, Jr. and Director Laurence C. Plowman of the Portland Chamber of Commerce, who have recently completed a study of the fishing industry in several New England ports. They stated that the city needs additional quick-freezing equipment to handle 125,000 lbs. of fish daily, ice-making machinery with a daily capacity of 100 tons, and cold storage facilities for 2½ to 3 million lbs.



The 71' dragger "Rhode Island" starting down the ways at Waldoboro Shipyard, Waldoboro, Me. on Oct. 26. She will be powered by an 8 cylinder, 265 hp. Hendy Diesel with 2:1 reduction. With 70,000 lb. capacity, she will sail out of Point Judith, R. I. Her owners (insets) are, left, Capt. George Thompson of Wakefield, R. I. and, right, Elisha Ammon of Montauk, N. Y.



The 40' sponge boat "St. Nicholas II" owned by Mike Billiris, Tarpon Springs, Fla. She has a 100 hp. Superior Diesel, Columbian propeller and uses Gulf lubricating oil.

## Florida Shrimp Season Off to Good Start

The Florida shrimp season which opened on October 1 got off to a good start, with large catches being delivered to Apalachicola, Eastpoint and Carrabelle dealers the following day. According to the Conservation Department, 37,360 lbs. of shrimp were brought to Apalachicola dealers on October 2 by 24 boats which were shrimping in the area.

### Grouper Price Raised

Effective October 7 wholesalers in the St. Petersburg area of Florida agreed to pay 12c a pound for whole grouper, thereby meeting the demands of the Gulf Coast District Fishermen's Union. The fishermen of Pinellas County took approximately 2,000,000 lbs. of grouper last year, and it is estimated that in the last two months of this year they will catch 500,000 lbs.

### Tarpon Springs Sponge Sales

Sales of sponges on the Tarpon Springs Sponge Exchange during September totalled 1,128 bunches, valued at \$39,460. Number of bunches and value of each variety was as follows: wool, large, 9, \$2,691; wool, extra-medium, medium and small, 27, \$2,968; rags, wool, large, 29, \$4,309; rags, extra-medium, medium and small, 249, \$14,094; yellow, 90, \$2,122; and grass, 724, \$13,276.

During the first 9 months of the year 27,548 bunches of sponges, valued at \$2,542,690, were sold on the Exchange.

### Shrimpers to Erect Ice Plant

St. Augustine shrimp boat owners recently formed a corporation for the erection and operation of the St. Augustine Ice Co., and the plant was expected to be completed some time in November. In order to procure ice-making machinery, the shrimpers purchased the Beach Ice Co. of Daytona Beach, with a single unit capable of manufacturing 30 tons of ice at one time. Eventually it is planned to install a second unit, and storage facilities will allow 300 tons of ice to be kept on hand. A cold storage plant also will be installed in the building.

Under present methods it takes from 3 to 6 hours to ice a shrimp boat, but with the new plant it will be possible to complete the task in 15 minutes. The final structure and equipment will cost approximately \$150,000.

## To Open Shark Meat Cannery

J. A. Hendry of the Eureka Products Co., Bokeelia, first shark liver oil extraction plant to be opened on Florida's west coast, plans to expand his business this Fall to include a shark meat canning factory. The meat will be processed with soy beans and other nutritious products to provide food for dogs and cats.

The Company maintains its own Diesel powered vessel which, along with several independently owned boats, keeps the plant supplied with raw material. About 35 kinds of sharks are caught in the Gulf, with hammer heads leading in vitamin A content while tiger and nurse sharks are lowest in vitamin value.

## Mississippi Yard Builds Steel Menhaden Boat

Sailing out of Moss Point, Miss. when the 1947 menhaden season opens, will be the new 85' x 20' x 8½' all steel menhaden boat *Skippy*. Built by Arnold V. Walker Shipyard, Pascagoula, Miss., she will operate under contract to Standard Fish Meal Co. of Moss Point. A trim looking vessel with accommodations for 20 men, the *Skippy* has a 3000 cu. ft. cargo hold. The main cabin and aft quarters are insulated with three inches of rock-wool. Shower, toilet and lavatory facilities are provided in the Captain's quarters while the pilot house and galley follow conventional trends in most respects.

All hull plating is 5/16" steel and the deck house is made of 3/16" plating. The main engine, a 165 hp. General Motors Diesel with 4.4:1 reduction gear, turns a 48 x 34 Ferguson propeller on a 4-1/16" steel shaft which is mounted in a Goodrich Cutless rubber stern bearing. Fuel oil capacity is 12,000 gals. and she carries 70 gals. of lube oil. Provision also has been made for 1,600 gals of fresh water.

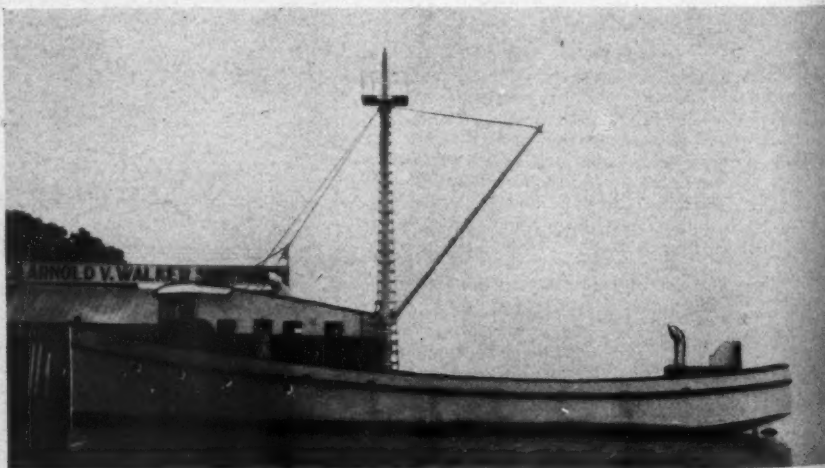
The instrument panel, clutch and throttle control for the main engine are all located in the pilot house. To furnish power for light and to charge starting batteries a 12 volt, 500 watt Fairbanks-Morse unit is used. A single drum, 2,000 lb., Jaeger, Model 1-H-3 deck hoist, driven by gasoline will be employed to bring the catch aboard.

### Having Poor Shrimp Season

The present Mississippi shrimping season is the poorest in the history of the seafood industry of that State, according to F. W. Elmer, secretary of the Mississippi Sea Food Commission. The catch during August and September, although of the large variety, was 20,000 barrels less than that for the same period of last year.

### "Carl G." Lands Devilfish

The *Carl G.*, skippered by Edward G. Iradasich, landed a 1500-pound devilfish at Biloxi, Miss. on October 17. The fish was taken while the craft was trolling for shrimp.



The 85' steel menhaden boat "Skippy", built by Arnold V. Walker Shipyard, Pascagoula, Miss.



## Virginia Reports Good Demand for Oysters

Virginia oystermen report that the demand for oysters is greater than the supply, and the bivalves are selling for the highest prices in history. "Shucking stock" oysters delivered to the buyboat bring \$3.50 a bushel, shucked oysters at the packing house bring \$6 a gallon, and up to \$16 a barrel is received at the wholesaler's dock for high grade cove oysters for the half shell trade. Prices to the consumer have reached \$1 a pint in Richmond, and have passed a dollar in Washington.

Tangier tongers, who have been on the Potomac since the 15th of September, are now working the Rappahannock and James Rivers. A few fishermen who use hand dredges are still working the Potomac, and according to reports they are doing well, making from \$275 to \$400 a week.

### Crab Scraping

Scrapers on the Tangier bars are now catching hard crabs by the barrels. The bars are fairly teeming with large female crabs, which, owing to warm weather have not yet migrated to deeper waters. With crabs at \$4.00 a barrel, Capt. Willie Moore recently made \$60.00 in half a day.

Crab dredging in Virginia opens on the first of December. This year five Tangier dredgers will work the bottoms in the lower Chesapeake Bay. They are Capts. John Charnock, James Thornes, William Pruitt, Alfred Pruitt and Charlie Pruitt.

### Tangier Gillers Doing Well

Tangier gillers did well the latter part of October in the great Wicomico River. They caught spot by the hundreds, and one fisherman, Capt. Smith Dise, made \$100 in a single night. In Tangier Sound the gillers are catching menhaden and selling them to trotliners for \$2.00 a bushel. Capt. Will Thomas recently caught 40 bushels in one net in the Sound off Cod Harbor.

### Must Discontinue Haul Seining

The State Commission of Fisheries, in a hearing held on October 22, ruled that Dr. W. B. Trower and G. Martin, licensed to operate a haul seine in the Chesapeake Bay near Pickett's Harbor, south of Cape Charles, must discontinue operation due to interference with pound nets operated by C. A. Crockett and his associate.

The question before the Commission was reduced to whether the area under discussion had been proven to be a desirable seining ground. On this point the Commission unanimously agreed that the haul seine licensee failed to establish by a preponderance of evidence that the Trower shore on Chesapeake Bay is a regularly hauled fishing landing, as defined in the code of Virginia.

### Commission Buys New Patrol Boat

The Virginia Fisheries Commission recently purchased a new patrol boat, to be used for enforcement purposes in the Potomac River area. Designated as 14L931, the new boat is a 36' cabin cruiser, and is under the command of W. B. Marchant.

### Dr. Curtis L. Newcombe Resigns

Dr. Curtis L. Newcombe, who has been director of the Virginia Fisheries Laboratory and associate professor of biology at the College of William and Mary for 6 years, has resigned from both positions, effective December 7.

Dr. Lay D. Andrews and Willard Van Engel have been appointed assistant biologists in the Laboratory. Dr. Andrews specialized in aquatic biology at the University of Wisconsin, and will study oyster problems. Van Engel is also a graduate of Wisconsin University, where he specialized in the biology of fresh-water fishes. He has charge of the Laboratory's fishery statistical work, and will investigate fin fish problems in the lower bay.

### Norfolk Area Landings

Landings in the Norfolk area for the month of October totalled 1,169,000 lbs., against 1,662,000 lbs. in September, and

Right, the 45' Tidewater Fisheries patrol boat "Rose Marie" owned by Inspector Bernice P. Bowen, Benedict, Md. She is equipped with a Chrysler gasoline engine, Hyde propeller and Willard batteries. Below, the "Husky", a 40'9" oyster policing and commercial fishing boat owned by W. N. Steelman of Chincoteague, Va. She is powered by twin screw Gray gasoline engines.



802,000 lbs. in October, 1945. Of the total, 778,000 lbs. were landed by draggers, while 391,000 lbs. came from pound nets. Gray sea trout, with 302,000 lbs., accounted for the largest proportion of the landings, followed by croakers, with 253,000 lbs., and spot, with 244,000 lbs.

## Maryland Asks Larger Fisheries Budget

Maryland's conservation department has presented its budget for 1948-49, and is asking for nearly \$2,500,000 more than was allotted for 1946-47. Important to the tidewater areas is a request for \$200,000 for planting and transplanting oysters and shells, which amount represents an increase of \$110,000 over the previous appropriation.

In order to adequately patrol the waters and enforce conservation laws, the department has included a request for funds to purchase and equip 15 fast boats. The boats will cost some \$75,000, with installation of two-way radio equipment and other items amounting to an additional \$25,000.

Other requests include \$40,000 for construction of a shad hatchery in Cecil County, and funds for a new building for the Department of Research and Education.

### Dredging Season Opens

Oyster dredging opened in the Maryland waters of the Chesapeake Bay on November 1, and almost every oyster plant in that area started capacity operations on that day. Due partially to unusually warm weather, the price dropped as much as \$1.50 a gallon for the better grades of shucked stock the latter part of October.

Poplar Island Bar in the Chesapeake Bay was opened to the taking of oysters on November 1 by the Department of Tidewater Fisheries. A tax of 20c per bushel must be paid to defray the cost of shelling or planting the area, in addition to the regular tax of 2c per bushel. Oysters taken in the region may not be removed until the Inspector has issued certificates, and all oysters must be culled in accordance with the law.

### Crabbing Banned During November

In the interest of conservation and in cooperation with Virginia, the Maryland Tidewater Fisheries Commission has banned





Executives of Blount Seafood Corp., left to right: Byron B. Blount, vice-president and fishing superintendent; James C. Milne, general manager of clam packing plant; and Frederick A. Richardson, secretary and plant manager in charge of canning and packing.

## Blount Seafood Corp. Formed by Rhode Island Consolidation

One of the oldest names in the Narragansett Bay area of Rhode Island is Blount. For the past 66 years this family has been engaged in the shellfish business. In 1943, the latest member of this family to branch out into the fish business was 24-year-old F. Nelson Blount, who realized the opportunities afforded if every step of the oyster and clam business were run from one office. So, with the assistance of several friends, Blount has recently consolidated the Narragansett Bay Packing Co., E. B. Blount Sons Oyster Co., and Plymouth Packing Co. into one organization, Blount Seafood Corp.

The officers of the new Corporation are: F. Nelson Blount, president and treasurer; Byron B. Blount, vice president; Marcus Urann, vice president and director; Frederick A. Richardson, secretary.

The Warren, Rhode Island, plant of the Corporation is the headquarters for this new grower-to-consumer organization, which now plants, cultivates, harvests, processes and ships Whitecap Frozen Oysters and Point Judith cut clams for chowder.

Blount Seafood Corp. has vast investments in oyster beds, fishing vessels, freezing units, canning factory, and a fleet of ten-ton trailer trucks. It is their purpose to keep going at top speed without any appreciable seasonal lull. Continuous operation is assured by processing either oysters or clams.

To insure an ample supply of clams and oysters, the Corporation operates a fleet of draggers and dredgers. One of the vessels is the *Eddie B. Blount* (formerly the 80' *Ella* of Greenport, Long Island) which has been repowered with a 225 hp. General Motors Diesel. Another is the *Willis E. Blount* (once the

crabbing during November. While some increase in crab population was apparent in 1945 and 1946, it is the opinion of the Commission that every effort should be made to permit sufficient brood crabs to spawn and repopulate the bay.

Both crabbers and packers had a good season, and crabs have run steadily. More crabs were taken in October than for a number of years.

### Amphibian Plane for Patrolling

Maryland's Commission of Tidewater Fisheries is now using its own amphibian airplane for enforcement of conservation laws. The plane, which is equipped with two-way radio for communication with patrol boats, is now engaged in patrolling the Chesapeake Bay and the lower Potomac River area.

### Albert W. Woodfield Dies

Albert W. Woodfield, 44, president of the Woodfield Fish & Oyster Co., Galesville, and one of the industry's most aggressive and outstanding leaders, died on October 7. Mr. Woodfield was a member of the State Legislature, and chairman of its Chesapeake Bay and Tributaries Committee. He also held membership in the Commercial Fishermen's Advisory Committee of Maryland, the Oyster Institute of North America, the Atlantic States Marine Fisheries Commission, the National Fisheries Institute, and was a director of the Oyster Growers and Dealers Association.



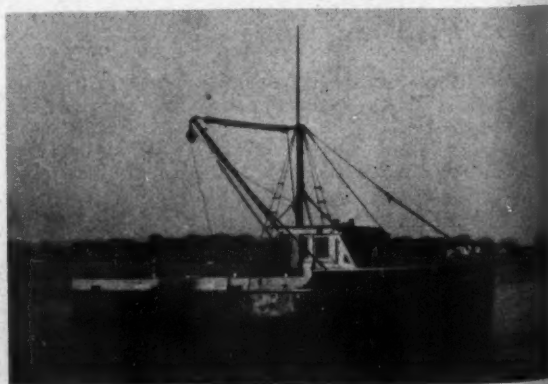
Blount Seafood Corp. clam processing plant and dock at Warren, R. I. Inset, Corporation president, F. Nelson Blount.

*Florence* of Bridgeport, Conn.) which has been rebuilt from keel to deckhouse and is equipped with a 100 hp. Atlas Diesel. Heretofore powered with steam, this 81' craft is riding high for top load honors. Another ship owned by Blount is the 50' *Priscilla* of Warren, which has a new Caterpillar 65 hp., D4600 Diesel, and is used exclusively for oyster dredging.

Latest additions to the fleet are the 55' dragger *Neilpa*, previously of New York registry, which is powered by a 225 hp. General Motors Diesel, and the 72' *Saltesea*, formerly owned by American Oyster Co. The vessels owned by the Corporation are supplemented by 12 other fishermen, who sell catches to the firm at various seasons in the year.

The new Corporation will continue to freeze, package, and distribute surf clams, shucked in Greenport, New York. Hard-shell clams for clam chowder are supplied to many of the country's leading canners, including Campbell, H. J. Heinz, North Atlantic Packing and Saltesea.

To meet the trend of food sales toward frozen varieties, the freezers of Blount Corp. were built to handle huge amounts of frozen shellfish. In one day 400,000 lbs. of shell oysters or clams can be processed. Their modern, sanitary canning plant has a capacity of 500 cases per day. Several ingenious machines, made especially for this plant, keep production moving on an assembly-line basis.



The 55' dragger "Neilpa" one of the latest additions to the fleet of Blount Seafood Corp.

TO THE **WORKBOAT** OPERATOR  
DO YOU REALIZE

**YOUR LIFE • YOUR BUSINESS • YOUR HAPPINESS**

ALL DEPEND ON THE ENGINE IN YOUR BOAT?

**WOLVERINE • DIESEL • ENGINE**

IS THE "BEARCAT" OF ALL

*It is Tough — Reliable — Slowspeed — Durable*

**WHY GAMBLE FOR NO GOOD REASON?**

**NEW ENGLAND SALES SERVICE**  
**ATLANTIC ENGINE SUPPLY CO.**  
296 Atlantic Street  
Boston, Mass.—Phone: Liberty 2280

**MAIN OFFICE AND PLANT**  
**WOLVERINE MOTOR WORKS, INC.**  
35 Union Avenue  
Bridgeport, Conn.—Phone 4-6011

**MIDDLE ATLANTIC DIST.**  
**JOHN W. JARMAN**  
206 Oakley St.  
Cambridge, Maryland — Phone 398W

## BOATS WITH BUILT-IN EFFICIENCY

Spring Delivery Assured on Orders Placed Now

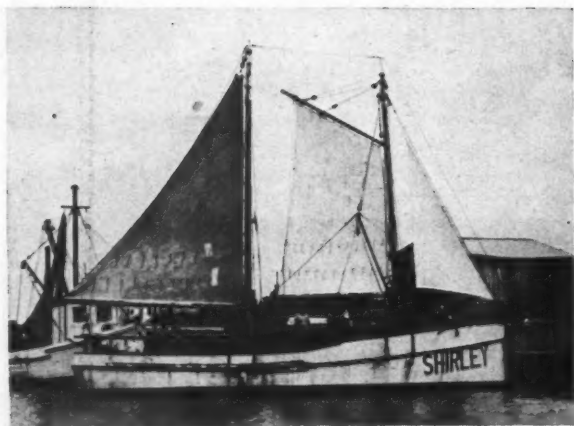
Carl J.  
Tip Top  
Minor  
Chesebrough  
Palmer  
Carolyn & Gary  
Fan & Mary  
Alwa  
Pvt. Frank Kessler  
Barraouda  
Bessie

Three Pals  
Capt. Mel  
Lucky  
Lisbon  
Little Chief  
Five Sisters  
Papoose  
Connie  
Mary H.  
Amelia  
Who Cares



**STONINGTON**  
All Construction

**TON, CT**  
Father



The snapper boat "Shirley", owned by Burnell Fish Co., Port Isabel, Texas, equipped with a D4400 Caterpillar Diesel and Submarine Signal Co. Fathometer, makes two or three trips a month.

## Texas Shrimpers Seek Revision of Laws

Texas commercial shrimpers are taking the lead in urging revision of laws in order to preserve the State's shrimp resources, and have asked Cyrus E. Farley of Aransas Pass, President of the Texas Fishermen's Association, to prepare recommendations for submission to the Legislature. Included in the proposed changes is a provision for drastic penalties for the taking of undersized shrimp.

Another recommendation is that samples of shrimp be taken to ascertain the size of the shellfish before setting the opening date for the Fall season. If the samples revealed that the shrimp were too small for market, the closed season would be extended 15 days. At the end of that time other samples would be taken, and if the same condition prevailed an additional extension would be made, until the shrimp proved to be of market size.

### Shrimp, Crab and Oyster Catches Up

Production of shrimp, crabs, and oysters increased during the fiscal year 1945-46, which ended August 31, but fish landings showed a marked decrease during the period. Crab production jumped from 2,500 lbs. in 1944-45 to 145,000 lbs. in 1945-46, while the oyster catch increased from 571,642 lbs. to 594,367 lbs., and shrimp production totalled 15,533,034 lbs., or an increase of approximately 1,000,000 pounds over the preceding fiscal year.

The fish catch decreased from 4,898,196 lbs. to 3,998,620 lbs., with mullet dropping approximately 92,000 pounds. Shark landings decreased approximately 96,000 lbs., and sheephead production fell off about 50%.

### Permit Granted for Laboratory

The University of Texas has received a CPA permit to build a \$63,000 marine research laboratory at Port Aransas. The project includes construction of two frame structures, each two stories in height, and a 300' pier.

Dr. E. J. Lund, professor at the University and director of the Institute of Marine Science, will be in charge of the laboratory, with Dr. Gordon Gunter, marine biologist, as resident research assistant. A full research staff will be set up as soon as the building is completed, and all data gathered will be available for use by marine biologists of the Texas Game, Fish & Oyster Commission.

A grant of \$25,000 from the Rockefeller Foundation made the laboratory possible, with all additional expenses to be defrayed by the University. Construction is expected to be completed about March 1, 1947.

### Leslie Seafood Co. Sold

One of the oldest seafood companies on the Aransas Pass waterfront changed ownership the latter part of October, when W. F. Leslie, owner and operator of the Leslie Seafood Co. for the past 14 years, sold his interests to A. B. Tippet and S. C. Tisdale. The new firm will be known as the T. and T. Co.

Mr. Tippet was formerly a shrimp buyer for Shapiro Brothers Co. of Chicago, and was associated at one time with the Superior Seafoods Co., Aransas Pass.

Six shrimp boats besides those owned by the Company have been operating for Mr. Leslie on a share arrangement with the skippers.

## Gulf Fishery Compact To Be Considered

Establishment of an interstate committee to further fishery activities of the various Gulf States was discussed in New Orleans recently at a meeting sponsored by the Council of State Governments, and attended by representatives of Fish and Game Departments from Louisiana, Mississippi, Texas and Alabama, and by Hubert R. Gallagher, associate director of the sponsoring organization.

It was decided to name a committee, composed of representatives from Louisiana, Texas, Alabama, and Mississippi, to meet in New Orleans on December 4 and 5 to consider enactment of the necessary enabling machinery and the drawing up of a compact to be presented to the various States for their ratification. Cooperative bodies of this type already have been formed in the Atlantic and Pacific States.

### Shrimp Production Increases

Shrimp production, heads on, in the Gulf area for the month of September totalled 52,563 barrels, as compared to 33,263 barrels in August, and 44,551 barrels in September of last year. The total includes catches from Mobile and Bayou La Batre, Ala.; Biloxi, Miss.; the New Orleans and lower Mississippi River area, the Golden Meadow area, Houma, Chauvin and Dulac, Morgan City, Berwick and Patterson, La.; and Galveston, Freeport and Sabine Pass, the Port Lavaca and Palacios area, Aransas Pass and Rockport, Texas.

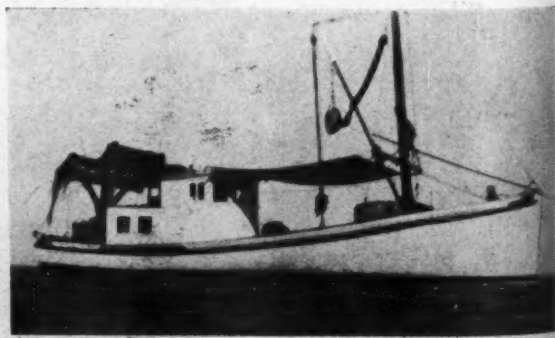
The catch for the first 9 months of the year totalled 180,521 barrels, against 175,662 barrels during the same period of 1945.

Oyster production in the area during September amounted to 7,193 barrels, against 6,492 barrels in August, and 9,682 barrels in September of last year.

Oyster landings for the first 9 months of this year were 345,175 barrels, in comparison with 417,533 barrels during the 9-month period of 1945.

### "Ray Scott" Destroyed by Fire

The *Ray Scott*, converted shrimp trawler owned by the Morgan City Boat Co., Inc., Morgan City, La., was completely destroyed by fire on October 18 while in the Gulf. The Morgan City Boat Co. is owned by Messrs. H. R. Fleury, Tommy Miller and Chester Guidroz.



The 45' shrimp "New Guinea" owned by Adrian Bruck, Cut Off, La. She is powered by a 165 hp. Gray Diesel engine, has a capacity of 9 net tons and uses Willard batteries.





## From Bahrein to New Bedford Fineness Brings Fame

SINCE the days of the Macedonians, pearl fishing has been carried on in the Persian Gulf. Most famous of all the pearl beds in the Gulf are those off the islands of Bahrein. The pearl trade centers in the port of Lingali, whence the pearls are sent to Bagdad and Bombay. From these far off places the jewels find their way around the earth. And 'round the earth the pearls of Bahrein are eagerly sought for their beauty; prized for their great value.

Bahrein is famous for a product which nature has bestowed upon it. Other localities have gained equal renown through the skill of their craftsmen who fashion a product of unsurpassed quality.

Such is the fame of New Bedford, Mass. Here over a century ago a group of shipowners, whalers and fishermen formed a company to make rope. Armed with the experience and knowledge of rope users they produced rope of unequalled fineness. New Bedford craftsmen now serve rope users in every industry — their skill ripened through more than 100 years' experience makes New Bedford Rope today — a rope of quality that cannot be surpassed.



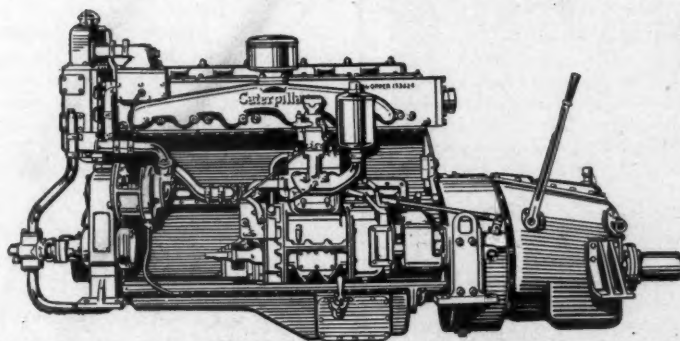
2078

**NEW BEDFORD** CORDAGE CO.

233 Broadway • New York 7, N. Y.  
31 St. James Ave. • Boston 16, Massachusetts  
325 W. Huron St. • Chicago, Illinois  
Mills New Bedford, Massachusetts

# CATERPILLAR

## THAT RELIABLE DIESEL



MODEL D13000 — 115 HORSEPOWER

For Information Call or Write

# PERKINS-EATON MACHINERY CO.

376 Dorchester Ave., Boston 27, Mass.

Telephone SOUTH Boston 4660

Caterpillar Diesel Distributors for Massachusetts and Rhode Island

## "ALL WEATHER" GASOLINE HOIST



A modification of our standard No. 568 Gasoline Hoist, this new 6 H.P. unit has been specially designed for use in an open seine boat. Gives a line pull up to 1300 pounds.

**RUGGED CONSTRUCTION:** This sturdy compact hoist is constructed of welded steel and fitted with a flanged base for bolting to the deck. The air cooled engine is provided with waterproofed ventilating ports, which will keep the engine dry in any weather. It is equipped with two bronze finished gypsies, 6 inches in diameter, which are mounted on either end of a steel shaft, rotating on self-aligning ball bearings. Drive is obtained by direct connection to the power take off. The engine is mounted in the unit's base. Maintenance and upkeep costs are practically nothing.

**EASY OPERATION:** Operation of the hoist is simple . . . because it is made for use in an open seine boat. A crank is fitted to the hub of the winch head, and due to the high gear ratio immediate starting is assured. Easy control of the engine, either with the hand throttle or automatic governor allows the hoist to operate at full speed with light loads, or slower speed for heavy loads.

The extra power generated with this model is obtained by a large 60 tooth sprocket on the gypsy shaft and built-in gear reduction.

The hoist will develop a single line pull of over 1300 lbs. at a speed of approximately 80 feet per minute.

Manufactured by

**NEW ENGLAND TRAWLER  
EQUIPMENT CO.**



Reg. U.S. Pat. Off.

307 Eastern Ave., Chelsea 50, Mass.



The 32' mackerel boat "Dor-Bess" owned by Earl S. Johnson, Atlantic City, N. J. She is powered by a Chrysler Crown with 2:1 reduction gear.

## Long Island Trawling Ban to Be Continued

Members of the Islip Town Board voted unanimously on October 22 to reject a petition of the Long Island Fishermen's Association which would have permitted beam trawling in town-owned waters from October 1 to December 31 annually. A public hearing was held on October 8, with approximately 250 people in attendance, and at that time sentiment appeared to be evenly divided. However, one official announced that since the hearing his office had received 158 communications opposing the petition, and only 7 favoring it.

Percy Hoek, executive secretary of the Association, indicated that his group would continue its efforts to have trawling permitted.

### Trap Fishing Good

The ocean traps at Fire Island have been catching giant tuna steadily since June 1, and fishermen report taking more weakfish this year than ever before.

However, bay scallops have been scarcer this season than for many years. Two weeks after the opening of the season scallops sold for \$2.50 a quart on the dock.

### Hearing on Freeport Dredging

A hearing on the proposed deepening and widening of Freeport waterways was held before Army Engineers on October 3, and Herbert M. Wood, village engineer, presented a brief containing a description of the improvements desired. It was pointed out that the proposed improvements would save the fishing industry \$150,000 annually, and that the income of clam dredgers would be increased by \$90,000.

Commercial fishermen of the town own 12 boats, and make an annual catch of 480,000 lbs. of fish with a wholesale value of \$90,000. Twenty boats are now engaged in the surf clamming industry, which started in 1943.

### Fulton Market Gets Freak Fluke

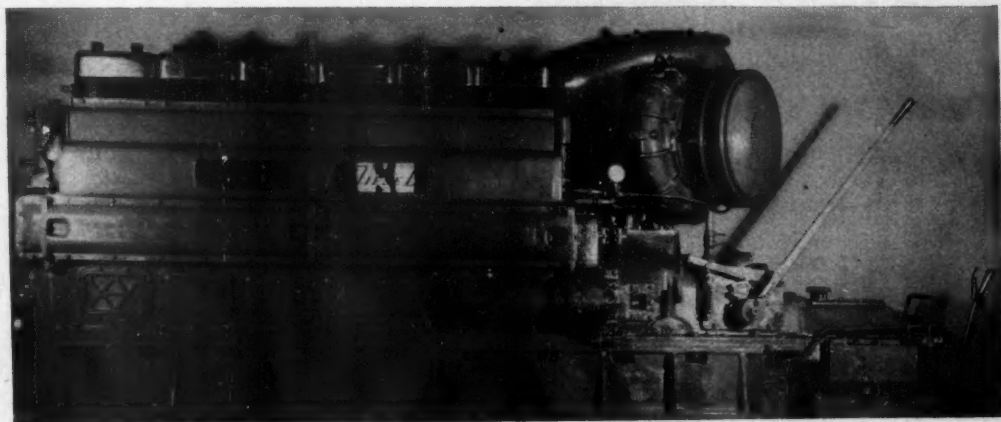
A four-pound fluke with red markings on its white side, resembling the Japanese rising sun symbol, was shipped into Fulton Market recently. The markings on the fish, which was caught off Stonington, Conn., were about 7 by 9" long, and were apparently natural. The fluke was put on display at the Fishery Council office, and persons who desired to inspect it were permitted to do so upon payment of a donation to the Red Cross.

### "Today's Woman" Features Fish

The October issue of *Today's Woman* carried a double-page spread entitled "A Fish Story". The article, sponsored by the Fishery Council, included Louis Morino's suggestions for cooking fish, as well as photos of broiled split mackerel, baked porgies, butterfish, sea bass, weakfish, carp and flounder.

# STERLING VIKING ENGINES

DIESEL MARINE ENGINES 50 to 650 H. P.



Sales • Parts • Service • Complete Rebuilding

**EDSON STEERING GEAR and BILGE PUMPS**

**THE EDSON CORPORATION, Distributors**

**49 D Street, South Boston, Mass.**

**Phone South Boston 3041**

## "Tribune" Carries Story on Oysters

The October 10 issue of the *New York Herald Tribune* featured a four-column story, entitled "Dawn Voyage to Oyster Beds: Food Editor Sees the Harvest", by Clementine Paddleford. The article tells of an early-morning trip of the author on the oyster boat *Magician*, skippered by Howell Prince, to the Blue-points Company oyster farms, some 7,000 underwater acres located chiefly in Gardiner's Bay, Little Peconic, and Shelter Island Sound. A graphic description of how oysters are dredged and their handling after reaching the plant was included.

## Fulton Market Featured in Broadcast

The October 3rd broadcast of the McCann Pure Food Hour, over station WOR, New York, featured a description of a visit which Alfred W. McCann, Jr. made to Fulton Market on the previous day. Mr. McCann stated that Fulton Fish Market, which has been known by that name since 1816, is one of the largest receiving depots for seafood and fresh-water fish in the world, and that 750,000 lbs. arrive there almost every day in the year.

A transcription was given of a conversation between Mr. McCann and Rube Boland, who at the age of 76 is dockmaster for the largest company in the Market and handles a large percentage of the vessels fishing out of New York. Mr. Boland, who has been working in the Market for 60 years, described activities of the business.

## New Jersey Navigation Aids

The Council on Navigation of the New Jersey State Department of Conservation has agreed, whenever possible, to advance the date for the setting out of all stakes, channel markers, buoys and navigation aids to the first of April, and to leave them in place until November 15. This will be a great aid to commercial fishermen.

## Cox Made Shellfisheries Commissioner

G. Luther Cox of Barnegat, N. J., recently was appointed Shellfisheries Commissioner for Ocean County, to fill the vacancy created by the death of Frank Holman of West Creek. The appointment has been confirmed by the New Jersey Senate.

## REPAIRS ALTERATIONS To FISHING BOATS

We have facilities, manpower and experience to do any kind of repair or re-conditioning job to wooden hulls, Diesel or gasoline engines, rigging. Our many satisfied customers attest the dependability of our work.

May we serve you?

**SOUTHWEST  
BOAT CORPORATION**

**SOUTHWEST HARBOR - ME.**





# DIESEL FACTS

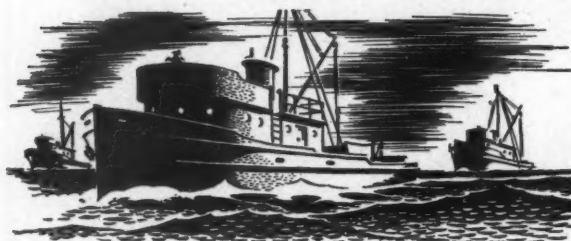
BY

# Lorimer

HERE ARE THE REAL REASONS  
MORE AND MORE BOATS ARE  
POWERED OR REPOWERED

with

# Lorimer MARINE DIESELS



- Slow Speed for Economy and Long Life
- Lower Repair and Overhaul Costs
- Welded Steel Frame and Base for Compactness, Light Weight
- Clean-Running at Trolling Speeds or Full Ahead
- Dependable Quick Starting
- An Unsurpassed Record for All-Around Satisfactory Performance

Write for full information on Lorimer Marine Diesels for propulsion and auxiliary service, 20 to 200 h. p.

**LORIMER DIESEL SALES CO.**  
60 EAST FORTY-SECOND STREET, NEW YORK 17, N. Y.

# Lorimer

**DIESEL ENGINE CO.**

16th and Wood Streets  
OAKLAND 7, CALIFORNIA

## New Bedford Landings—October

(Hailing fares. Figure after name indicates number of trips.)

Adele K. (3)	124,500	Kingfisher (3)	96,800
Adventurer (4)	108,000	Liberty (3)	35,200
Alba V. (3)	17,600	Lt. Thomas Minor (3)	57,000
Alert (1)	6,000	Lillian & Anna S. (2)	26,200
Alice May (3)	22,800	Linnea (5)	6,600
Aloha (2)	133,000	Little Chief (1)	2,000
Alva (4)	29,200	Little Lady (1)	13,500
Angeline (1)	1,800	Lois (1)	184,500
Anna C. Perry (4)	90,200	Louise (3)	149,000
Ann & Marie (4)	28,500	Mabel Mae (2)	36,000
Anne Silvia (1)	7,400	Madeline (3)	51,200
Annie Louise (2)	18,000	Maria Julia (3)	155,100
Annie M. Jackson (3)	76,800	Mary & Joan (3)	118,500
Automatic (4)	37,400	Mary J. Hayes (3)	25,400
Barracuda (4)	40,600	Mary M. (2)	25,000
Beatrice & Rose (2)	62,000	Mellena II (1)	7,500
Bessie (3)	20,300	Mildred & Myra (5)	55,500
Bethulia (1)	60,000	Min Flicka (2)	20,400
Bozo (4)	51,900	Minnie V. (3)	60,400
California (1)	25,000	Mishaun (2)	15,700
Cape Ann (2)	122,500	Molly and Jane (3)	80,200
Carl J. (1)	2,900	Morning Star (1)	8,600
Carlo & Vince (1)	10,000	Nellie (1)	5,000
Carol & Dennis (2)	35,200	New England (3)	50,900
Catherine T. (3)	214,500	Newfoundland (3)	114,800
Charles E. Beckman (3)	67,000	Noah A. (4)	23,000
Charlotte (1)	17,000	Palmer Island (5)	31,200
Clara T. (3)	14,000	Papoose (2)	27,000
Clifton (6)	41,700	Pauline H. (2)	110,200
Clinton (2)	40,600	Penguin (4)	125,500
Connie F. (3)	113,100	Phyllis J. (2)	3,500
Dauntless (2)	22,800	Portugal (3)	50,000
Diana A. (2)	137,700	Princess (1)	22,000
Doris (5)	31,100	Priscilla (4)	34,500
Dorothy (2)	11,500	Priscilla (Chilmark) (2)	14,400
Driftwood (3)	23,200	Pvt. Frank Kessler (2)	19,200
Ebenezer (1)	2,300	Quest (3)	24,400
Edith (3)	72,600	Reneva (1)	20,000
Eleanor (3)	107,000	Rita (5)	72,400
Eleanor K. (2)	16,500	Roaring Forty (1)	5,000
Elva (2)	11,500	Ronald & Dorothy (4)	53,800
Elva & Estelle (4)	89,500	Rose & Lucy (2)	85,500
Etta K. (4)	84,100	Rose Jarvis (4)	27,200
Evelyn (2)	32,800	Rosemarie (2)	122,000
Fairhaven (2)	53,400	Rosemarie V. (3)	38,100
Fairweather (4)	62,200	Rosie II (4)	64,700
Fred Henry (4)	29,800	R. W. Griffin, Jr. (3)	131,500
Gannet (2)	147,500	St. Ann (3)	97,400
Gertrude D. (2)	48,500	St. Anthony (3)	44,000
Gertrude E. (1)	24,000	St. Joseph (1)	65,000
Gladys & Mary (4)	205,600	Sandra & Jean (3)	64,400
Grayling (2)	9,700	Sea Fox (1)	20,900
Gull (2)	15,400	Sea Prince (1)	1,800
Harold & Bruce (1)	14,900	Serafin (2)	18,500
Hazel S. (3)	50,700	Smilra (1)	21,500
Heedja (2)	35,700	S. M. Murtosa (3)	55,300
Helen May (2)	20,500	Solveig J. (4)	285,000
Hope (4)	82,700	Southern Cross (3)	44,400
Hope II (3)	48,600	Stanley B. Butler (3)	188,200
Idlewild II (3)	19,200	Susie O. Carver (1)	22,000
Invader (4)	81,900	Three Pals (6)	63,000
Irene (2)	40,700	Three Sisters (1)	20,000
Irene & Walter (5)	49,800	Tip Top (2)	29,700
Ivanhoe (3)	161,200	Trio (2)	29,700
Janet Elise (1)	13,500	Two Brothers (3)	39,400
Jean & Patricia (1)	20,000	Venture I (2)	73,900
Jerry & Jimmy (1)	31,000	Viking (3)	117,500
J. Henry Smith (3)	38,600	Wamsutta (3)	135,500
Joan & Ursula (3)	150,000	Wanderer (1)	9,500
John G. Murley (1)	100,700	Whaler (2)	90,500
Johnny Boy (4)	59,000	Whaling City (1)	44,000
Josephine & Mary (1)	52,000	Wild Duck (3)	208,100
Julia K. (2)	36,400	William Chesebrough (4)	49,350
Junojaes (1)	84,900	Winifred M. (4)	49,100
Kelbarsam (3)	52,400		

### Scallop Dragger (Landings in Gallons)

Abram H. (1)	800	Linus S. Eldridge (2)	2,700
Acushnet (2)	1,900	Louis Thebaud (2)	1,250
Agda (1)	1,200	Lubenray (1)	500
Alice J. Hathaway (1)	800	Malvina B. (1)	550
Alpar (1)	950	Margee & Pat (2)	800
Arnold (2)	1,950	Marie & Katherine (2)	1,900
Arthur L. (2)	1,250	Mary Canas (2)	1,200
Barbara (2)	600	Mary D'Eon (2)	1,700
Beatrice & Ida (1)	800	Mary R. Mullins (2)	2,300
Bobby & Harvey (1)	1,450	Mary Tapper (2)	2,050
Camden (2)	1,250	Moonlight (1)	450
Captain Irt (1)	600	Muriel & Russell (2)	1,300
Carol & Estelle (2)	1,550	New Dawn (2)	1,600
Catherine & Mary (2)	2,500	Olive M. Williams (2)	2,400
Christina J. (2)	2,850	Palestine (2)	1,000
Dagney (2)	1,600	Pearl Harbor (2)	2,300
Eunice-Lilian (2)	1,850	Pelican (3)	3,350
Flamingo (1)	1,300	Porpoise (1)	1,500
Four Sisters (3)	3,300	Ramona (2)	1,500
Francis J. Manta (1)	70	Sankary Head (2)	750
Freddie & Matthew (2)	1,000	Sea Hawk (1)	550
Friendship (2)	3,000	Sea Ranger (2)	2,100
Gay Head (1)	200	Shannon (1)	800
Gloria F. (2)	1,200	Sunapee (1)	1,000
Growler (3)	2,500	The Friars (3)	2,500
Huntington Sanford (2)	1,750	Ursula M. Norton (2)	2,350
Hustler (3)	1,600	Victoria (2)	85
Janet & Jean (2)	1,800	Viking (New York) (2)	2,000
Liboria C. (1)	350	Virginia & Joan (1)	450

### Swordfish Landings (Landings in Number of Fish)

Alba V. (1)	2	Portugal (1)	1
Barracuda (1)	1	Priscilla (Chilmark) (1)	7
Evelyn (1)	1	Ronald & Dorothy (2)	3
Noah A. (1)	1	Rose Jarvis (1)	2

# HATHAWAY'S

## SURE WIFT ERVICE

HAVE YOU TRIED IT

On Propellers, Shafts, Bearings,  
Winches, Fishing Machinery, etc.

Mail - BOX 71 FAIRHAVEN, MASS.

Tel. NEW BEDFORD 57891

### Connecticut Starfish Survey

Data recently collected by the Milford Fish & Wildlife Service laboratory in cooperation with the Connecticut Shellfisheries Commission showed that the distribution of starfish on State oyster beds has not changed materially since the Spring, but that the quantity has increased considerably in some areas. However, a study of the sizes of the starfish showed that they were either large or medium, and therefore, the increase in population cannot be attributed to the recent set, but probably is largely due to movements of the starfish from deeper water into the shallow areas under cultivation.

Results of the survey indicated that attempts to eradicate the starfish should not be confined to cultivated areas, but should be extended to all adjacent grounds where large concentrations of starfish have been discovered.

### Two Boats Change Hands

Capt. Nat Culver of Stonington has sold his 29' *Rose L.* to Joseph Maderia, and has purchased the 31' *Bear* from Howard Vars of Point Judith, R. I.

The *Rose L.*, formerly the *Jennie*, was built for Capt. Ed Clark, while the *Bear* was once owned by Capt. Elwell B. Thomas, and was formerly the *Vega*.

The dragger *Ellen L.*, owned by Capt. Wm. Lewis of Mystic, and the *Rara Avis*, owned by George Sylvia, were recently hauled out for repairs at Thomas Boat Yard.

### Celebrates 100th Anniversary

F. Mansfield & Sons Co., New Haven, celebrated its 100th anniversary on September 9 with an outing for officers and employees and their wives at Restland Farms, Durham. Guests included members of affiliated companies, J. & J. W. Elsworth Co., New York City, and the Warren Oyster Co., Warren, R. I. Mrs. Mildred M. Rice, president of the Company and granddaughter of the founder, presented wrist watches to the older and key employees.



**PHEBE-T of STONINGTON**

40' LOA - 12'6" BEAM - 5'6" DRAFT

Built for Captain Raymond Titus

**WE HAVE THE EXPERIENCED HELP**

**THE EQUIPMENT**

**and FACILITIES TO BUILD**

**COMMERCIAL FISHING BOATS**

**UP TO 70' IN LENGTH**



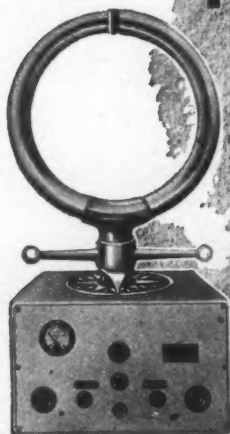
Your Inquiries Invited

THE ESSEX BOAT WORKS, INC.  
FOOT OF FERRY STREET • ESSEX, CONNECTICUT

BOAT BUILDING • HAULING • STORAGE • REPAIRS • BACKRAGE

*Why*

## The BLUDWORTH MARINE Standard-Six DIRECTION FINDER



*costs  
a little  
more*

*check these*

- ☐ Multi-turn space-wound High "Q" loop, encased in waterproof, sweatproof, seamless copper shield.
- ☐ 9" full-vision stainless steel compass card etched in both compass points and degrees.
- ☐ Direct and reciprocal bearings, sense and balance.
- ☐ Heavy cast aluminum case anodized against corrosion.
- ☐ Balanced type superheterodyne receiver.
- ☐ Complete coverage 280-520 KC including COAST GUARD and RADIO BEACON BAND. The Standard-Six does not include Broadcast and High Frequency Bands — no compromise in efficiency.
- ☐ Battery voltmeter.
- ☐ Variable built-in static suppressor.
- ☐ No "B" batteries required. Has built-in dynamotor.

**NO OTHER DIRECTION FINDER  
HAS ALL THESE IMPORTANT FEATURES**



**BLUDWORTH MARINE**  
92 GOLD STREET, NEW YORK 7, N.Y.

National *Standard* Division of Bludworth, Inc.

SINCE 1926, MANUFACTURERS OF PRECISION ELECTRONIC EQUIPMENT

## New York Landings — October

(Hailing fares. Figure after name indicates number of trips.)

Amelia (2)	92,500	Katie D. (2)	119,000
Charlotte (1)	17,000	Mary Anne (1)	92,000
Evelyn (1)	22,000	Mayflower (1)	15,000
Fairweather (1)	23,000	Rita (1)	23,000
Felicia (2)	142,500	Two Brothers (2)	19,200
Florence B. (2)	123,000	Virginia (2)	147,300
John G. Murley (1)	60,000	Whaling City (1)	64,000
<b>Scallop Dragger (Landings in Gallons)</b>			
Antonina (2)	555	Mary (2)	1,499
Ballantrae	173	Mary Ellen (1)	220
Beatrice & Ida (1)	450	Minor (1)	155
Buzz & Billy (1)	1,200	Norseman (1)	680
Catherine C. (2)	2,500	Rosalie F. (2)	2,418
Doris Gertrude (1)	950	S #31 (1)	500
Friendship (1)	950	Venture (1)	227
Gloria F. (1)	550	Viking (1)	500
Gud Kay (2)	344		

## Cummins Appoints Sales Manager

Appointment of Leonard W. Beck as acting general sales manager of Cummins Engine Co., Inc., was announced September 10 by Vice-president R. E. Huthsteiner. Mr. Beck's new responsibilities will be the overall administration of the Distribution Division (Sales and Service).

While Mr. Beck also will continue as manager of the Company's Central Region, a position which he has held since 1939, his offices will be at the factory in Columbus, Ind. Byron A. Duling, manager of the Cleveland Region, has been assigned to the home office to work directly under Mr. Beck.

Other appointments made include Corwin B. Briscoe as acting parts merchandising manager at Columbus, Norman E. Palmer as Cummins' representative in Washington, D. C., and Fred W. Sparks as manager of the Cleveland region.



Leonard W. Beck

## Alabama Tongers' Strike Settled

The entire Alabama Gulf Coast oyster fleet went out into Mobile Bay and adjacent waters on October 15 for the first time this season following settlement of a two-week-old price dispute between tongers and dealers. The tongers, who were asking \$4 and \$4.50 per gallon, plus expenses, accepted the dealers' prices of \$3.75 and \$4 a gallon at an emergency mass meeting held on October 14 in Bayou La Batre.

## Chemical Control of Parasite

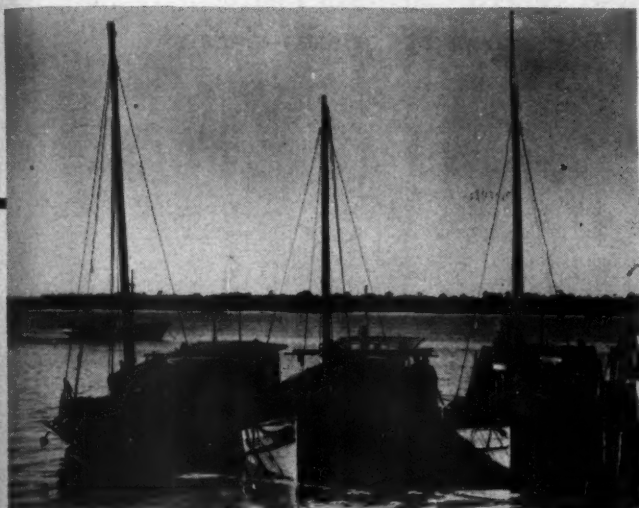
(Continued from page 19)

A simple device for spreading the solutions of calcium hypochlorite over the bottom has been constructed and used successfully on oyster beds adjacent to the Beaufort laboratory. It consists of a rake-like pipe structure, made up of galvanized tee connected together with galvanized nipples at intervals of 6", into the center of which the chemical solution is pumped through a hose line from a boat. The solution flows downward from each tee through a nipple to which a short length of rubber hose is attached so that all that touches the oysters is a row of soft rubber tubes from which the chlorine is projected over the bottom.

Applications of the chlorine should be made preferably at times of slack water and during the late Summer season when young mud crabs are very abundant and are most heavily loaded with the infectious stages of the parasite.

The chemical procedure outlined above may be applied to beds containing older oysters which have shown the characteristics of this disease and have lost a small percentage of the stock during the previous oyster season. Generally the latter condition precedes a serious heavy mortality that results from an increase in the intensity of the sporozoan infection in the crabs and oysters. The survival and production of oysters, especially in Southern waters, can be increased by control of this pest and the present investigation will be extended to develop, if possible, a general procedure for chemical eradication of the natural enemies of this shellfish.





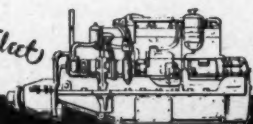
Oyster Freighters owned by DeJean Packing Co., Biloxi, Miss. — all LATHROP powered.

# RUGGED

That's what a discriminating fisherman says about THE LATHROP MARINE ENGINES. Past experience has proven these engines "can take it" with low fuel consumption under the most adverse conditions. Cylinders and cylinder heads cast individually and separately removable insure easy replacement with minimum cost . . . this duplication of units instead of group casting in one block provides continuous power supply.

Write Today for Further Information on The Lathrop Marine Engines — Diesel or Gasoline

*The Heart of the Fishing Fleet*



**THE Lathrop ENGINE CO.**  
MUSKIE, CONNECTICUT  
SINCE 1897 MANUFACTURERS OF RELIABLE MARINE ENGINES



HE'S A  
HIGH-LINER WITH HIS  
KINNEY CLUTCHES



Kinney Clutches help the boats bring back more fish, in less time. They drive winches that haul fast and carry heavy overloads. They connect auxiliary equipment through power take-offs. They drive main shafts up to 600 HP per 100 R.P.M. There's a dependable Kinney Clutch for every drive on your boat. Write for information.

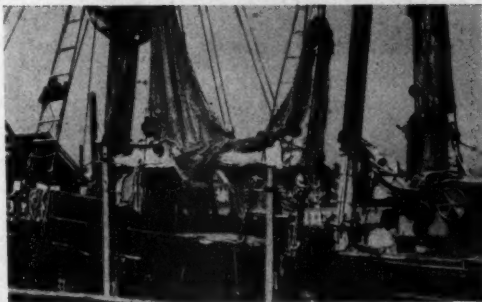


**KINNEY MANUFACTURING CO.**

3560 Washington Street  
Boston 30, Massachusetts  
New York • Chicago • Philadelphia  
Los Angeles • San Francisco

We also manufacture Vacuum Pumps, Liquid Pumps and Bituminous Distributors

## FISHING EQUIPMENT for all sizes of Draggers and Trawlers



Grimsby  
Fittings and  
Cod Ends

Wall and  
Plymouth  
Ropes and  
Twines

Westerbeke  
Trawl Nets  
and Sections

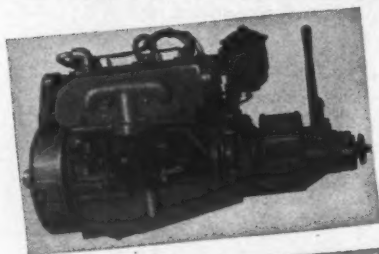
Roebing  
Wire Ropes

Danforth  
Anchors

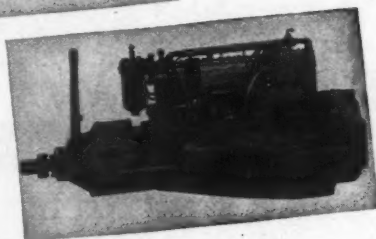
Complete Line of Marine Hardware  
**WESTERBEKE FISHING GEAR CO.**  
279 Northern Ave., Boston, Mass.  
Branch Store and Warehouse at Gloucester



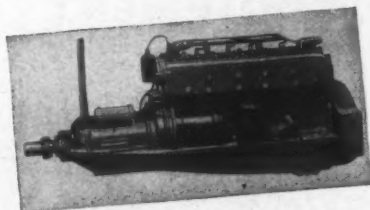
**immediate  
delivery!**



◀ **PALMER PH-45**  
4 cylinders—45 H.P.  
at 3000 R.P.M.  
Displacement 132 cu. in.  
Weight 510 lbs.



**PALMER PH-75 ▶**  
6 cylinders—75 H.P.  
at 3000 R.P.M.  
Displacement 230 cu. in.  
Weight 820 lbs.



◀ **PALMER PH-120**  
6 cylinders—120 H.P.  
at 3000 R.P.M.  
Displacement 320 cu. in.  
Weight 950 lbs.



The Palmer line includes medium and heavy duty marine built gasoline engines from 2 to 150 H.P. and Palmer marine and stationary diesel engines from 9 to 60 H.P. Look for the orange and black sign that identifies your Palmer dealer or write us for his name and address. Any yard you designate can obtain a Palmer engine and install it for you. The Palmer dealer will arrange all the details.



**PALMER  
MARINE ENGINES**

**PALMER BROS. ENGINES, INC., COS COB, CONN.**

*The Fisherman's Friend for Fifty Years*

## North Carolina Fishermen Make Record Pompano Catch

Approximately 12,000 lbs. of pompano, believed to be the largest catch of that species ever made on Bogue Banks, was netted at Atlantic on October 4 by Capt. Burnette Willis, Duffy Guthrie, and Gehrman Holland, all of Salter Path, and their crews. The haul contained a proportionately small amount of large bluefish and mullet.

The oyster season got off to a good start in Hyde County the week of October 7, with the mollusks in unusually good condition. Oysters are bringing \$2 a tub.

Shrimp fishing in the Beaufort area improved early in October. However, until the second week of the month boats had been averaging only about 100 or 200 lbs. each.

Northerly winds, a typical "mullet shift", resulted in better catches of that species in Morehead City waters the middle of October.

### Seafood Landings for September

The total catch of food fish during September on the Carteret coast, including landings at Morehead City, Atlantic and Beaufort, amounted to 1,215,000 lbs., exclusive of 122,350 lbs. of shrimp. In spite of the fact that good catches have been made along the entire coast, the market has not been glutted, and dealers report that the demand for seafood is far greater than the supply.

### South Carolina Shrimping Halted

Shrimp trawling has been halted in the bays, sounds and rivers of Beaufort County pending a decision of the South Carolina Supreme Court as to whether or not the United States technically is still at war. It was provided that during the War and for six months thereafter trawlers would be allowed to shrimp in the Beaufort waterways. Shrimping in sounds, bays, and rivers of the other counties already has been prohibited.

### "Floela" Runs Aground, Capsizes

The 65' shrimp trawler *Floela*, owned and skippered by Thomas Rose of New York City, grounded on the north jetty of the Charleston Harbor entrance on October 23, and capsized the following day. The skipper and one crew member who were aboard the vessel when she capsized climbed up on the side of the pilot house, and were rescued by a Coast Guard boat. The craft had a catch of 1,000 lbs. of shrimp.

### Lenco Lub-Oil Supply System

Lancaster Engine Co., Lancaster, Calif., is manufacturing a constant level lub-oil supply valve called the Lenco. Easily installed on any wet sump marine engine, it is 90% aluminum alloy, making it light in weight and eliminating any excessive vibration stresses.

Motion present on marine applications slightly influences the ultimate crankcase level which can be properly compensated for with a universal bracket.

### Lister-Blackstone Opens New Plant

A new setup in the manufacture of its Diesel engines has been announced by Lister-Blackstone, Inc., Milwaukee 3, Wis. All production has been moved to a modern plant equipped with up-to-date tools and machines. The change will result in greater production and higher quality engines, according to F. Rankin Weisgerber, executive vice-president.


A departure from its past policy will be an almost complete concentration on the production of straight Diesel engines. While there will be some adaptations, such as power takeoff and possibly marine propulsion units, no Diesel generator sets or combination auxiliaries will be produced. In the marine field, these will be handled by manufacturers along the coast who are in an ideal position for installation and service.

To streamline its parts service, a complete, modern parts department has been established at 1568 W. Pierce St., Milwaukee. All business will be transacted from a new, downtown office at 740 N. Plankinton Ave., Milwaukee 3, Wis.

**DESIGNING • BUILDING • REPAIRING . . . SHIPS OF ALL TYPES**

← **GREEN BAY**

**LAKE MICHIGAN** →



*The Building Home of:* LUCKY STAR • BOSTON  
BARBARA C. ANGELL • NEW BEDFORD  
AND OTHERS NOW IN CONSTRUCTION

**STURGEON BAY**

SHIPBUILDING & DRY DOCK COMPANY • STURGEON BAY • WISCONSIN

*Designers and Builders of Boats and Ships Since 1878*

BOSTON OFFICE: STURGEON BAY MARINE SALES, INC • 148 STATE STREET, BOSTON 9 • PHONE: CAPITOL 3989



## A "NEW HIGH" in Fishermen's Suits

"LIGHTHOUSE" Brand rubberized clothing is built for your complete protection. This rubberized clothing is the new companion line to the world-famous Sawyer's "FROG" Brand oilskin clothing.

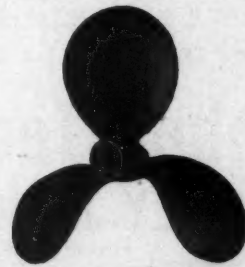
**Note all these features:**  
Rubberized for rough-and-tough wearing . . . Every seam double-stitched and waterproofed . . . Inside storm-protecting fly-front . . . Collar lined with corduroy . . . Full over-size jacket . . . Full

waisted trousers . . . Roomy legs, 23 inches long.  
"LIGHTHOUSE" Brand and "FROG" Brand clothing are backed by more than one hundred years' experience in making storm clothing.

Write for new descriptive circular.

**THE H. M. SAWYER & SON CO.**  
THORNDIKE ST., EAST CAMBRIDGE 41, MASS.

The "High Liners" must have  
efficient, dependable equipment



## 52" and LARGER

Where lives as well as profits are at stake both owners and skippers realize the necessity of using propellers of proven quality. That is why you will find Hyde Propellers on the "high liners" of the fishing fleet. Let the experience of the men who know be your guide—specify Hyde.

## HYDE PROPELLERS



EFFICIENT . . . RELIABLE  
ALWAYS GET HOME SAFELY

**HYDE WINDLASS COMPANY, Bath, Maine**



## FAMOUS BOATS AND PLANES DANFORTH EQUIPPED



Keep YOUR boat safe with a Danforth. Write for free folder and magazine reprint: "Estimating the Load on an Anchor."



DANFORTH ANCHORS • 2137 Alston Way • Berkeley 4, Calif.

## IMMEDIATE DELIVERY

NEW 50 H. P. UNIVERSAL GASOLINE  
MARINE ENGINE — 21-4 TO 1 RED.

## Webbperfection GALLEY RANGES



Now, while fish prices are good, is the time to replace your old range.

No excise tax for fishermen.

Write for Catalog F and order now for early delivery.

**ELISHA WEBB & SON CO.**

136 S. FRONT ST.

PHILADELPHIA, PA.

## Kermath Elects Grisell as President

Kermath Manufacturing Co., Detroit, has elected L. H. Grisell as president, director and treasurer, to succeed F. C. Morgan, who recently resigned as President of Kermath because of ill health. Mr. Morgan will continue to be a director.

"Griz" as he is known to the trade, has been associated with Kermath in the capacity of chief engineer since 1942. He received his technical training at Purdue University, and in 1926 became associated with Gar Wood, Inc., where he was made chief engineer.

He became a member of Scripps Motor Company's organization as chief engineer in 1928. Later he was promoted to sales manager and served in both capacities until joining Kermath.

Mr. Grisell's experience covers all problems encountered in the design, manufacture, and merchandising of marine gasoline and Diesel engines.



L. H. Grisell

## FAO Reports on Activities

(Continued from page 17)

short distances of populations in great need. Transportation and refrigeration problems offer obstacles but it is the opinion of the Committee that these difficulties can be overcome in most cases. The perishability of fresh and frozen fish always offers a problem, but the Committee believes that this can be overcome by appropriate methods of handling, and that—especially in the Winter months—it should offer no insurmountable problem in the northern countries. It seems then, that only financial difficulties remain.

Referring to the statement made by Herbert Hoover at the Special Meeting on Urgent Food Problems in Washington in May 1946, the Committee feels that in accordance with this statement both the receiving populations and the supplying industries would benefit from an effort gradually to direct deliveries from relief organizations to usual trade channels.

The Committee accordingly considers that the question of continuing to supply fishery and marine products to liberated countries after the cessation of UNRRA's activities is a matter of great urgency, and is calling for action by the United Nations to ensure its continuance as long as the present crisis exists.

Being conscious of the very valuable work accomplished by UNRRA in connection with the rehabilitation of fisheries in liberated countries it is felt by the Committee that much of this work falls within FAO's program of advising and rendering active help to countries in the development of their fisheries.

Therefore, the Committee recommends that FAO should endeavor to obtain a complete report of the work of UNRRA for the development of fisheries and study the possibilities of ensuring completion of such project as UNRRA has launched. FAO, if possible, also should take immediate steps to render help in the development of fisheries where it is most needed.

### Importance of Fisheries

In conclusion, the Committee submitted some general observations on the subject of fisheries. There can be no doubt whatever as to the vital importance of the fisheries of the world and of the high nutritive value of fish as a cheap food, but these matters tend to be overlooked. For example, in the World Food Survey made by FAO, mention is made of fish as a substitute for meat and emphasis is laid on the fact that there is a great shortage of animal protein and that seven to ten years may elapse before the herds in Europe attain their prewar numbers. Yet no figures are given for fish in that survey. This omission should be remedied since it leaves the impression that the importance of fish products as food is not yet fully appreciated.

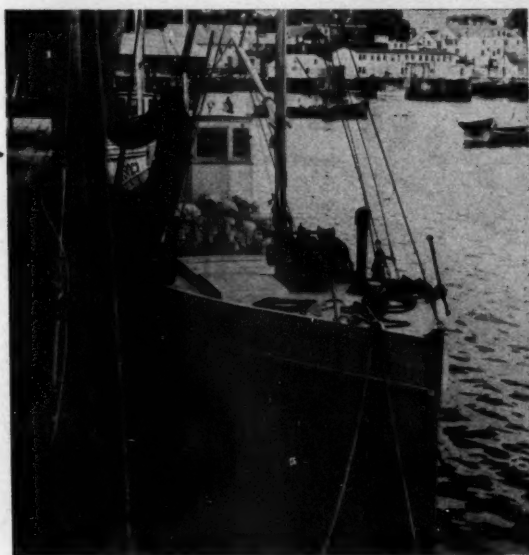
The world's catch of fish prior to the World War II was calculated at 17 million metric tons, producing about 7 million

# "CATERPILLAR" DIESEL MARINE ENGINES

See the complete line of new "Caterpillar" Diesel Marine Engines now on display at our show rooms.

Southworth has the largest stock of Marine Diesel Engine parts in Maine.

Southworth has complete service and facilities for rebuilding to factory specifications all types of marine engines.



The 55' sardine carrier "Stag", Capt. Lester Crowley, owned by Rockland Packing Co., Rockland, Me., is powered with a D8800, 77 hp. Caterpillar Diesel.

## SOUTHWORTH MACHINE CO.

30 WARREN AVENUE

Telephone 4-1424

PORTLAND, MAINE

tons of edible fish flesh; according to the FAO world food survey this was 25 percent of the combined consumption of fish, meat and eggs in the United States of America, the United Kingdom, China, India, Southeastern Europe and South America. Moreover, a large portion of the fish catch always has been used for industrial and agricultural purposes by conversion to fish oil and meal.

It is clear that some countries are already moving toward a surplus position. Improvements are being constantly made in processing methods, and new products (e.g. artificially dried fish and fish flour) are being created, all of which may help eliminate some of the world's shortage of animal protein.

### Sinclair Lubricant Booklet

An interesting and informative brochure, "Marine Lubricants", is being distributed currently by Sinclair Refining Co. This booklet shows many pictures and charts as well as offering, for the benefit of engineers, concise comments on lubricants, oils and greases used in the normal operation of vessels. Oils and greases for engines, bearings, gears and numerous other uses, including launchings, are discussed briefly for the purpose of aiding in the selection of specialized marine lubricants.

### Portland Landings—October

(Hailing fares. Figure after name indicates number of trips.)

Alice M. Doughty (4)	216,000	Madeline (1)	12,000
American Eagle (1)	2,000	Madonna (1)	19,000
Andarte (3)	167,000	Mary & Helen (4)	9,000
Annie Louise (5)	23,000	Nautilus (3)	104,000
Ave Maria (1)	19,000	Njorth (1)	5,000
Bernie & Bessie (1)	3,000	Nora D. Sawyer (2)	23,000
Boston College (1)	17,000	Notre Dame (3)	105,000
Carolyn & Priscilla (3)	253,000	Nyoda (2)	63,000
Dixie B. (1)	3,000	Onward (2)	35,000
Dorothy & Ethel II (2)	62,000	Onward III (1)	14,000
Dorothy & Ethel III (2)	40,000	Phyllis & Mary (1)	9,000
Elmer & Jean (3)	164,000	Richard J. Nunan (2)	156,000
Erzane (3)	218,000	St. Michale (1)	2,000
Fannie Belle (3)	50,000	Serapha N. (1)	1,000
Holy Cross (1)	22,000	Vagabond (2)	163,000
Harmon (3)	86,000	Villanova (4)	69,000
Immaculate Conception (1)	3,000	Willard Daggett (3)	105,000

## MUSTAD

Key Brand FISH HOOKS

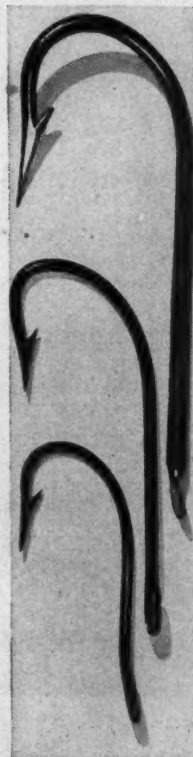
### ARE THE FINEST MADE

REMEMBER these three facts: — Mustad Key Brand Fish Hooks are designed by fishing experts in a Country where fishing is a leading industry. They are made of sturdy Norse steel — and are formed, tempered — and set into permanent shape — by precision trained Norwegian craftsmen. At the right, from top to bottom are shown The Mustad-Halibut, The Mustad-Limerick, and The Mustad-Gravitation Hooks but there are many other styles and sizes from which to choose.

For full information write  
our Agent nearest you.

O. MUSTAD & SON, Oslo, Norway  
(Est. 1832)

Sales Agents for U. S.  
Ed. W. Simon Co., Inc., 320 Broadway, N. Y.



**PROFITS UP!**

**OSCO  
MARINE  
ENGINES**

**OPERATING COSTS DOWN!**

**FOR THE  
FISHING INDUSTRY!**



Over and over again Osco Gasoline and Diesel Engines, specifically engineered for the individual craft at no extra cost, have proved more economical — in operation — in maintenance. Write for descriptive catalog.

GASOLINE & DIESEL MARINE ENGINES 22 TO 102 H.P.

**OSCO MOTORS**

**OSCO MOTORS CORPORATION**

20-20 E. Orleans St., Phila. 34, Pa.  
CABLE: OSCOMOTORS, N. Y.

## New Brunswick Has Big Pollock Run

By C. A. Dixon

New Brunswick fishermen enjoyed a record run of pollock during October, and herring weirs at Herring Cove and Campobello were reported to be full of the fish. As many as 18,000 pollock were taken from a single weir in one day, and several catches of 10,000 fish were made in one seining period. The fish averaged from 10 to 12 lbs. each, and were in pursuit of small sardines, known as brit. The appearance of the pollock was not unusual for October, but a record was believed to have been set for the number of pollock taken from a single weir.

Campobello fish dealers were kept busy day and night taking care of the great quantities of pollock offered for sale. The fish were sold at the weirs for 15c each, but the price was higher for fish caught by hand-liners.

A large amount of pollock have been salted and dried, and some were sold fresh to dealers at Eastport, Me. For the first time in years, squid, which are the best bait for pollock, have been fairly plentiful in the Passamaquoddy Bay region. November usually marks the end of pollock fishing.

### Board of Trade Holds Meeting

One of the most widely attended meetings of the Charlotte County Board of Trade, an organization in Southern New Brunswick which deals with fishery matters, was held recently. Between 150 and 200 men representing every district were present, and a number of individuals from the American side of the border attended the meeting.

Hon. H. F. G. Bridges, Minister of Fisheries for Canada, was guest speaker, and reviewed his work since assuming office more than a year ago. Bridges stated that he plans to add 100 inspectors to the fisheries department, and told of the establishment of an economic branch in the department.

Other speakers included Hon. J. J. Hayes Doone, provincial secretary-treasurer of New Brunswick; J. H. Whitmore, director of the West Coast Fisheries; A. W. Stuart, M. P. for Charlotte County; and Sumner Pike of Lubec, Me.

Those present from the United States included Carroll Peacock of the R. J. Peacock Canning Co.; Frank A. Pike, Roger H. Chipman and John O. Whalen of the Seaboard Packing Co.; Eugene Healey of Booth Fisheries; Harry Fitzhenry and George Bridge of the American Can Co.; Moses Pike of the Holmes Packing Corp.; Alger Pike and Carleton Pike, Lubec, Me.; Verne McFadden of the Underwood Canning Co.; Ivan Mulholland of the Seaport Navigation Co.; and Frank Lawrence, Sr., and Moses Lawrence of the North Lubec Mfg. & Canning Co.

### Price for Herring Scales Increases

Sardine fishermen have been receiving higher prices for their herring scales since the beginning of Fall, with from 30 to 40c a pound being paid for them, compared to an earlier rate of 10c a pound. At the former rate each hoghead of fish produces scales to the value of \$9 or \$10, and the fishermen get \$15 a hoghead for sardines.

### Income from Fisheries Breaks Record

The gross income of Southern New Brunswick fishermen, in District No. 1, amounted to \$467,873 during September. Included in this amount were \$84,954 worth of herring scales. The total income is believed to be a record for the month of September.

The value of all varieties of fish caught during August in the Eastern Fisheries Division (New Brunswick, Prince Edward Island and Nova Scotia) totalled \$3,986,142, which amount is believed to represent a new record for the month of August.

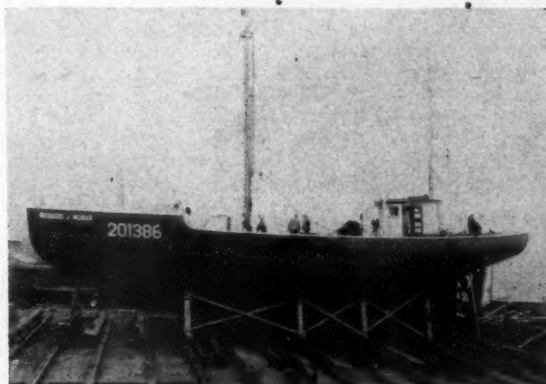
### New Plant at Lunenburg

Much attention is being focused on the huge fish plant being built at Lunenburg, N. S., which will employ 900 workers. Hundreds of men will have to be imported, as it is reported that only a fifth of the number required for operation will be available locally.



# MARINE RAILWAY & REPAIR CO.

## SOUTH PORTLAND (7) MAINE



80' Dragger Rebuilt at Our Yard

**BUILDERS & REPAIRERS OF COMMERCIAL VESSELS OF STEEL OR WOOD**  
**1200 Ton - 350 Ton & 75 Ton Marine Railways**  
**1000 Ton Lateral Transfer Table — 580 Foot Fitting-out Pier**  
**Most Up to Date Machine Shop - Pipe Shop - Plate Shop & Woodworking Shops**



*Bethanized*  
**TRAWLER ROPE**

*stays on the job LONGER*

When trawler rope is scarce, it's just common horse-sense to buy the kind that lasts the longest.

Bethanized rope means longer life because the bethanizing process applies a protective, uniform coating of zinc without robbing the wire of its maximum strength and toughness.

Besides, the bethanized coating of pure zinc will not flake, peel, or crack even after repeated bending. Thus there are no tiny chinks in which salt-water corrosion can get started.

**when you think WIRE ROPE**  
**... think BETHLEHEM**

*The Approved All-Purpose Distress Signal*

**A-P DAYNITE DISTRESS SIGNAL**

Patents Applied For

**1,500,000 NOW BEING MADE FOR ARMED FORCES**



- ★ **STANDARD** — U. S. Navy and U. S. Naval Air Force.
- ★ **STANDARD** — U. S. Marine Corps.
- ★ **APPROVED** by the U. S. Coast Guard for ships, lifeboats and life rafts.
- ★ **APPROVED** by the Civil Aeronautics Administration as replacement for Very pistol and cartridges.
- ★ **SPECIFIED** by Air Transport Association for all inflatable life rafts.
- ★ **OBSERVED** from aircraft in Official U. S. Coast Guard test — 23 miles.
- ★ **OBSOLETE** pistol-projected, floating and roman-candle type signals.

Hand held. Safe. Dependable.  
 Each signal absolutely watertight.  
 Light—less than 7 oz. Compact—3 1/2" long.  
 20-second brilliant night flare plus 18-second  
 bright orange day smoke in opposite ends of steel  
 container. Can be seen day or night when overcast would  
 obscure pistol or roman-candle type signals. Available at  
 all marine and aviation supply dealers. Accept no substitutes.

AERIAL PRODUCTS, INC. NEW YORK

## Principles of Lubrication

(Continued from page 18)

the oil flow is sufficient to maintain a reasonably low temperature. It is necessary to cool pistons of supercharged engines to a greater extent by an increased flow of oil, and adequate oil coolers may be necessary.

Experience indicates that the temperature of the crankcase oil should be within the range 140 to 180°F. during operation of the engine. The lubricating oil is subjected to conditions which are much more severe than would be indicated by the crankcase oil temperature. The temperature of the oil will rise about 50°F. in passing through the bearings so that, if the crankcase temperature is 180°F., the oil temperature may reach 230°F. in a bearing. Oil which remains for long on piston surfaces or in contact with the piston crown, where the temperatures may be 500 to 700°F., or even higher, may be heated close to its cracking temperature.

Oil deteriorates less rapidly at low temperatures, but a crankcase temperature of below 140°F. is not generally practicable because at lower temperatures the oil emulsifies with water from blow-by gases. If the crankcase temperature is below 140°F., and this may happen under light-load conditions, condensed water, oil, and blow-by carbon may mix to form a mayonnaise-like emulsion, which is usually called "winter sludge". This may clog oil screens and thus cause damage to the engine. Furthermore, if the crankcase oil temperature is below 140°F., condensed water may combine with acid portions of the blow-by gases to form mixtures which are corrosive to alloy bearings and other engine parts.

If the lubrication system is designed to operate between a range of, say, 140° F. minimum to 180-190° F. maximum, and other conditions are right, it will make little difference what kind of bearings are in the engine; none of them will give trouble if they are of adequate size. If the temperatures run much higher than 180° F., corrosion of the hard bearing alloys may occur, especially with uncompounded lubricating oils, and with compounded oils which have been used too long.

### Care of the Lubricating Oil

Contamination may be reduced by proper operation and maintenance of the engine and accessories, while oxidation can be rendered less harmful by selecting the right oil for the engine and changing it at proper intervals.

Oil is contaminated when dirt gets into it and the dirt may come from many sources. Dust may get into an engine through the air intake and the crankcase ventilator. Dirt may carelessly be left in an engine during overhaul. Occasionally a little casting sand may be left in a new engine. Dangers from these can be reduced by frequent oil changes when breaking in a new or a recently overhauled engine.

Overhaul shops should be as free of dirt as possible, and dismantled engine parts should be handled carefully and protected from dirt during storage. If an emergency overhaul must be made out of doors, parts should be protected from dirt.

Dirty oil filters, those which have been used overlong, offer another common source of oil contamination. When an uncompounded mineral oil is used, dark-colored oil is the signal for oil filter change.

This signal cannot be trusted when a modern detergent oil is in the engine. Detergent oils have the property of holding solids in suspension and consequently these oils may appear black in color soon after their introduction into the crankcase.

Improper operation of the filter because of clogging not only wastes some of the detergent properties of the oil, but also may result in undue contamination of the whole lubricating system. For this reason, it is suggested that the filter cartridge be renewed at each oil change. Oil containers should be kept clean. Oil drums and cans should be kept closed, and measuring cans should be covered when not in use.

A good deal of oil contamination may come from fuel, either as diluent or as fuel soot. A certain amount of dilution is inevitable as the oil does not become hot enough to boil it out. Much of the fuel dilution remains to thin the oil. At low temperatures the diluted oil is usually viscous enough; the possible damage comes at higher temperatures by failure to lubricate hot running parts properly.

Unburned Diesel fuel which passes through the combustion chamber has been exposed to flame temperatures and is cracked and quite unstable. Furthermore, it carries dissolved or suspended gums left by partial burning of some of the fuel. These gums are undesirable in themselves, and will, in addition, serve to promote oxidation of the lubricating oil.

Another disadvantage of dilution by fuel is that the diluent carries soot with it. Nearly all this soot becomes suspended in the lubricating oil. If the oil has detergent qualities, the result may be a very stable suspension which will pass unaffected through the oil filter.

Soot contamination reduces the detergency of the oil because a portion of the detergent is necessarily employed in holding the soot in suspension. Less detergent remains to take care of dirt, sludge, and oxidation products from the oil and fuel.

The principal cause of lubricating oil deterioration is the oxidation which takes place in service. This oxidation occurs in the bulk of the oil as it splashes around the crankcase and in the thin films spread on the cylinder walls and piston surfaces as well as in the grooves behind the piston rings. Oxidation is promoted by the following conditions, which a Diesel always provides: high temperature, good supply of oxygen, good contact between oil and oxygen, and metallic surfaces.

The oxidation which an oil undergoes if retained too long in service may cause trouble in the following ways:

1. Oxidation of certain portions of the lubricating oil may result in the formation of soluble oxidation products and resinous gummy compounds. These oxidation products may be further oxidized and polymerized at the high ring-zone temperatures to oil-insoluble resinous sludges, which are sticky when hot but after cooling form hard lacquer which can readily freeze piston rings in their grooves.

2. Similar resinous varnish is likely to deposit on hot-running pistons. These oil-insoluble oxidation products may precipitate out as sludge or as brown varnish on the piston.

The power of a detergent type oil to hold oil-insoluble oxidation products and colloidal foreign matter suspended in the oil is in proportion of the amount and potency of the detergent additive in the oil. When the detergent power of an oil has been exhausted by reaching the saturation point of the oil, the lubricating oil is then no better than an ordinary dirty crankcase oil. The oil should always be drained before the saturation point is reached.

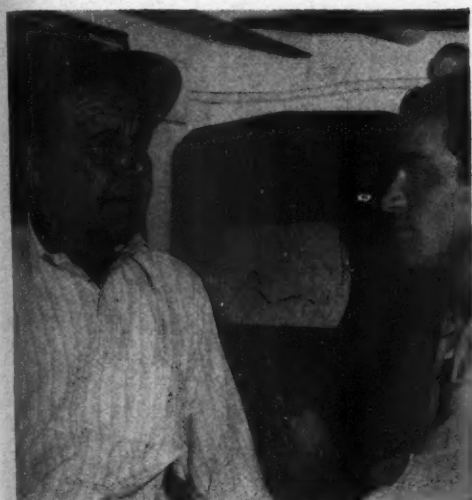
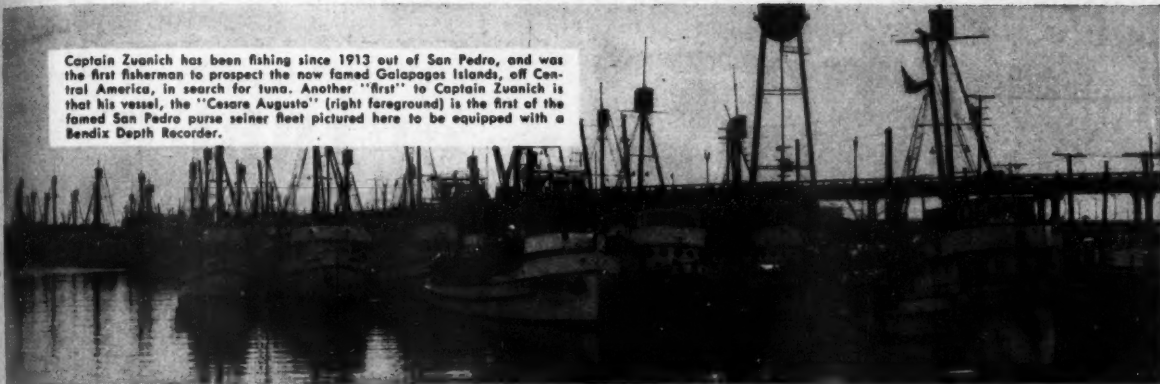
While through its washing action a detergent oil can partly clean a dirty oil screen, its action in dislodging engine deposits can clog oil screens or circulate the deposits to positions where they may be more harmful. When fresh detergent type oils with their full detergent power yet unimpaired are placed in the crankcase of a dirty engine they may exercise so great a cleaning effect by dislodging engine deposits that the oil may become quickly contaminated and discolored black, in which case the oil should be drained promptly.

When changing from an uncompounded to a detergent type motor oil the crankcase should be drained and thoroughly flushed before refilling. The detergent oil should then be changed as soon as it appears to have become dirty or black, even if after only a short period of operation. In the case of very dirty engines it will probably take at least three such changes at short intervals before the engine has been sufficiently cleaned to permit resumption of normal crankcase drain periods. During this period the oil pressure gauge should be watched as an indication of possible clogging of oil screen or oil lines.

After the engine has become clean, the oil filter cartridge, which should be changed each time the crankcase oil is changed, can be used as somewhat of an indication of when the oil needs changing, but it is preferable after normal operating conditions are restored to establish a crankcase change schedule on the engine hour operating basis which is sufficiently conservative to provide a reasonable factor of safety against the possibility of reaching the saturation point.

A good detergent type lubricating oil will have compatible oxidation inhibitors in carefully balanced proportions. Certain materials in these additives should have high affinity for metal surfaces and by preferential surface absorption form a coating to which oil-insoluble oxidation products will not readily adhere, and to prevent, as far as possible, sludge, varnish and lacquer from attaching to the metal parts. A good detergent oil should also be well inhibited to prevent bearing corrosion.

Captain Zuanich has been fishing since 1913 out of San Pedro, and was the first fisherman to prospect the now famed Galapagos Islands, off Central America, in search for tuna. Another "first" to Captain Zuanich is that his vessel, the "Cesare Augusto" (right foreground) is the first of the famed San Pedro purse seiner fleet pictured here to be equipped with a Bendix Depth Recorder.



Captain John Zuanich and his son Lawrence, who, with another son, John, are owners of the 80' purse seiner, "Cesare Augusto" of San Pedro. Among other advantages, the Bendix Depth Recorder has relieved the 11-man crew from constant watch as the Recorder produces a permanent record as shown below.

The "Cesare Augusto" logged this bottom profile off Cedros Island in Mexican waters. The recorder located the sardines indicated and helped in setting the net without damage.

## "Invaluable for locating Sardines at night"

"We installed a Bendix Supersonic Depth Recorder on our purse seiner, the 'Cesare Augusto,' on June 15, 1946, and have just completed our second trip to Mexican waters with it," says Capt. John Zuanich, who fishes for the French Sardine Company. "We made some experiments in Mexico that tend to indicate that your product will be invaluable for locating schools of sardines at night during the forthcoming sardine season."

"In the time the unit has been aboard, we feel that it has entirely paid for itself in gear saved. One particular island that we have fished for a number of years is very hazardous for nets, and before installing our Bendix unit we had lost two nets there. This year we have finished our tuna season and our net is still complete and undamaged. We feel this is entirely due to our Recorder."

"In addition to saving gear, we have been able to make 'sets' in places known for some time to contain fish, but where, due to the hazards, we had never dared to 'set' before. The result being larger catches, and quicker trips."

★ Write today for complete information on the Bendix Depth Recorder—the first practical, low cost instrument that has proven its usefulness in all types of commercial fishing operations.



**Bendix Marine**  
PRODUCT OF BENDIX AVIATION CORPORATION

© 1946 Bendix Aviation Corporation

**Pacific Division** Bendix Aviation Corporation

MARINE DEPARTMENT — 7551 Melrose Ave., Hollywood 46, Calif. — East Coast Office: 270 Park Ave. New York 17, N. Y.





# HAPPY SKIPPER

**O**WNERS stay happy when good catches are brought to port each trip and there's a sturdy engine below decks that meets all the exacting power needs of continuous fishing.

Such performance is back of the broad smile of Philip Van Landschoot, owner of the *Grace V*. Two years ago he installed a "Caterpillar" Diesel D3400 Marine Engine to replace the gasoline power-plant in his staunch 30-footer in which he fishes for trout, herring and whitefish on Lake Superior.

At the time of his last report the engine

had operated 3277 hours and here's its record in the owner's own words: "In our type of fishing an engine must idle more than it runs at full speed. My 'Caterpillar' Diesel will idle indefinitely and never foul up. It starts easy, keeps going and has paid for itself in fuel saving. I've fished for myself for 30 years and I never had a better deal in my life."

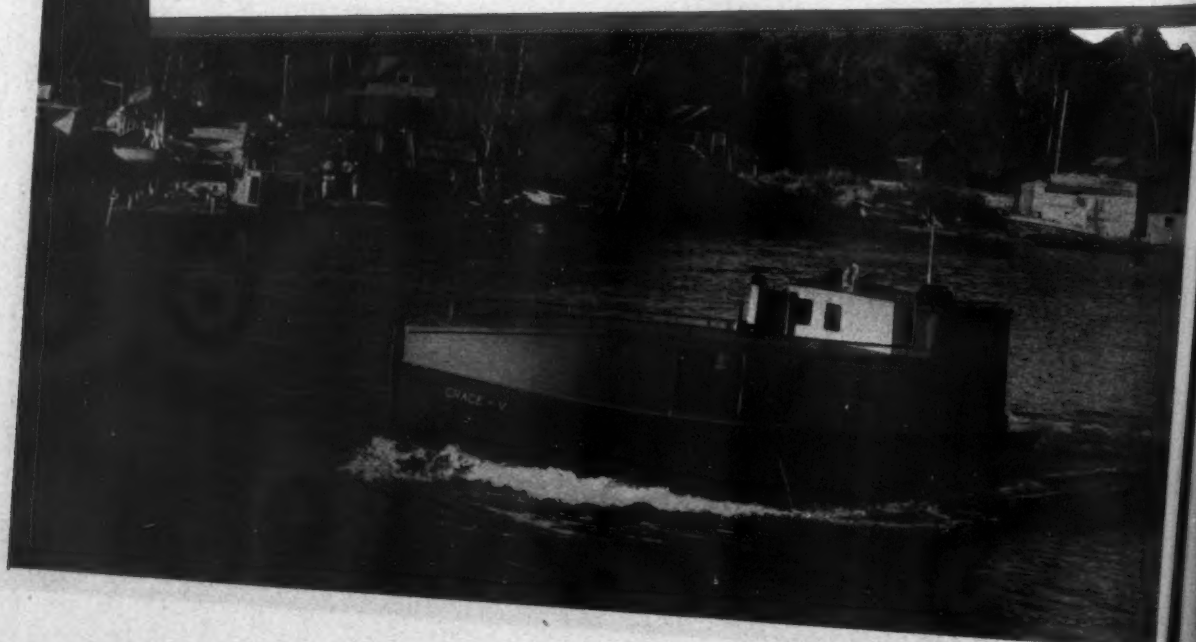
If this is the kind of performance you have been looking for, your "Caterpillar" dealer has a real story for you. See him soon.

CATERPILLAR TRACTOR CO., PEORIA, ILLINOIS

## CATERPILLAR DIESEL

REG. U.S. PAT. OFF.

### *Marine Engines*



w  
an  
of  
an  
ca  
Ba  
by

D  
scall  
their  
Th  
mate  
were  
mate  
catch  
taken  
ted to  
men a  
The  
of 6 bu  
in a bo

The 8  
on Octo  
floated o  
station.

The 57  
ground  
Hole, wa  
Kelley &  
owned by  
to be tied

Among  
October  
81,200 lb  
Joan, 68,  
lin.; Stan

The 88  
Bedford,  
craft was  
lin., which

Deepen  
was begu  
completed  
depth of  
of 8', wi  
would co

## New Bedford Swordfish Catch Declines

A fleet of about 24 swordfish boats landed 1,088 fish, weighing 215,666 lbs. and valued at \$111,112, at New Bedford during July and August of this year, as compared to a total of 414,000 lbs. landed by 19 boats during the same period of 1945. The decrease in catch was attributed in part to poor weather, and was somewhat compensated for by high prices.

During July 682 fish were landed, which sold for an average price of 52.5c per pound, while 406 were brought in during August, the average price being 49.9c a pound, making a seasonal average of 51.2c.

Of the total number of vessels which landed sword, about 12 were outfitted exclusively for this type of fishing, while at least an additional 12 brought in swords incidental to other fishing operations. The smaller vessels operated between Block Island and Nantucket Lightship, but most of the big swordfish trips came from the area between the southeast corner of Georges Bank and Browns Bank.

The high-line trip of the season was 72 fish, taken in August by the *Winifred M.* in a two-week trip.

### Scallopers Get Limit

Despite heavy breezes and rough waters at the opening of the scallop season last month, most draggers succeeded in getting their limit at Lewis Bay, Great Pond and Waquoit Bay.

The first day's operations in Yarmouth produced approximately 138 bushels from Lewis Bay and Bass River, but fishermen were doubtful as to how long the supply would last. An estimated total of 250 bushels were taken from Lewis Bay, including catches by both Yarmouth and Barnstable fishermen. Scallops taken from the Bay were fairly large. Each fisherman is permitted to take 4 bags of scallops daily in Yarmouth, and only two men are allowed in a boat.

The Nantucket Board of Selectmen recently set a daily limit of 6 bushels of scallops per fisherman, and 12 bushels for 2 men in a boat. The scallop season opened on November 1.

### "Moonlight" Floated

The 80' New Bedford scalloper *Moonlight*, which went aground on October 13 near Straight Wharf in Nantucket Harbor, was floated on October 14 by a boat from the Maddaket Coast Guard station. The scalloper was able to proceed under her own power.

### "William Landry" Being Repaired

The 57' New Bedford scalloper *William Landry*, which went aground October 15 on a rocky ledge near Great Harbor, Woods Hole, was pulled off on October 19, and was towed to D. N. Kelley & Son, Inc., Fairhaven, for repairs. The craft, which is owned by Richard A. Gustafson, Brooklyn, N. Y., was expected to be tied up for approximately a month.

### Big Dragger Trips

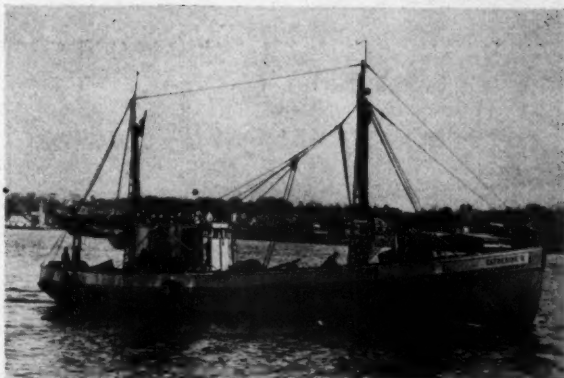
Among several good trips landed at New Bedford during October were the following: *Aloha*, 72,000 lbs.; *John G. Murley*, 81,200 lbs.; *Gannet*, 82,500 lbs.; *Junojaes*, 101,000 lbs.; *Mary & Joan*, 68,000 lbs.; *Catherine T.*, 86,500 lbs.; *Solveig J.*, 89,100 lbs.; *Stanley B. Butler*, 83,000 lbs.; and *Louise*, 69,000 lbs.

### First Redfish Trip Landed

The 88' *Diana A.*, first vessel to go redfishing out of New Bedford, landed her first trip of this species on October 28. The craft was skippered by Capt. Jack Gough, and landed 110,000 lbs., which sold for slightly more than 4c a pound.

### Dredging of Hyannis Harbor

Deepening of the channel in Lewis Bay to Hyannis Harbor was begun on October 24, and the project was expected to be completed within 10 days. The channel, which had filled to a depth of 3' or less at low tide, was to be dredged to a depth of 8', with a width of 150'. It was expected that the project would cost a total of approximately \$32,000.



The 77' dragger "Catherine B." owned by John Bruno, Boston. Built a year ago by Waldoboro Shipyard, Waldoboro, Me., she has a capacity of 110,000 lbs. and is equipped with a 155 hp. Atlas Diesel.

## Gloucester Redfish Catch Tops Last Year's

Gloucester redfish production through October 28 totalled 120,419,000 lbs. in 1,642 trips as compared to 109,006,000 lbs. in 1,770 trips during the whole of 1945, the previous record year. This year's redfish landings surpassed those of 1945 in May, July, September and October.

Present indications are that total Gloucester fish landings for this year will at least equal the 1945 record of 212,600,000 lbs., and may possibly be larger. The catch totalled 184,140,800 lbs. through October 28, against 190,826,400 lbs. for the same period of 1945.

### Fall Mackerel Spurt

A fleet of 16 Gloucester seiners landed a total of 923,000 lbs. of large mackerel at New Bedford, Newport, R. I. and Gloucester on October 23 and 24, valued at an estimated \$80,000, with an estimated average share of \$200 per man. The catch was the largest made during the Fall months of this season, and compares favorably with record Fall spurts of other years. All the fish were caught off Block Island.

Of the total landed, New Bedford had 8 trips, with 403,000 lbs.; Newport, R. I., 7 trips, 430,000 lbs.; and Gloucester, one trip, 90,000 lbs.

Among good trips brought in during October were the following: *Gloucester*, Capt. Frank Foote, 90,000 lbs., at Newport, R. I.; *Mary & Joseph*, 97,000 lbs., at Boston; *Frank F. Grinnell*, 100,000 lbs., at Newport, R. I.; and *Olympia*, 100,000 lbs., at Provincetown.

The highest price of the season was paid for mackerel at Boston on October 14, when four craft landed 51,000 lbs., and received 27½c a pound for the large fish.

### Changes in the Fleet

One of the latest additions to the Gloucester fishing fleet is the 70' *Baby Doll*, owned by Capt. Angus Chaisson, who will go as her skipper. The vessel was formerly a U. S. Customs craft, and was used by the Navy during the War. It was expected that she would be fishing by November 1.

The dragger *Manuel F. Roderick*, recently returned by the Navy, landed her first trip of 121,000 lbs. on October 28.

The new skipper of the *Marietta & Mary*, owned by North Atlantic Fish Co., is Capt. George Hawley.

### Cod Limit Removed

At a special meeting of the Gloucester branch of the Atlantic Fishermen's Union on October 10, it was voted to remove the 8,000-pounds-per-man catch limit for codfish. The Union members also voted to allow all boats with capacities of 80,000 lbs. or less to sail any time after 48 hours from the time of completion or settlement for a trip.

# PROTECT

NETS, ROPES, CANVAS and WOOD

FROM ROT

with **CUPROLIGNUM**

THE POSITIVE PRESERVATIVE

One gallon of standard green and  
one gallon of kerosene make a  
superlative rope or net dip

Sold at Lumber Yards and  
Marine Supply Stores

Representative for New England

**ROBERT S. CHASE**

195 Marlborough St. Boston 16, Mass.  
Telephone COMMONwealth 6091

# EDERER NETTING

for Maximum Protection

Against Profit Loss

Sardine seines and Weir netting, Mackerel  
Seines and Nets, Flounder Drag Netting,  
Cotton and Linen Gill Netting, Cotton  
Netting for Traps and Pounds, Twine,  
Maitre Cords, Corks, Leads, Ropes, and  
Fittings.

QUALITY NETS FOR EVERY PURPOSE

Ready Stocks at Dealers in Principal Ports

# EDERER

R. J. EDERER CO.  
240 O'LEARY ST.  
CHICAGO, ILLINOIS  
GLOUCESTER, ILLINOIS

EDERER INC.  
UNITY & ELIZABETH STS.  
PHILADELPHIA, PA.  
BALTIMORE MIAMI

## Gloucester Landings — October

(Hailing fares. Figure after name indicates number of trips.)

Agnes & Myrnie (9)	49,000	Lois T. (23)	112,000
Aliburn (24)	77,000	Lorraine III (1)	15,000
Alvan T. Fuller (2)	197,000	Lucrétia (3)	37,500
America (2)	130,000	Madame X (2)	21,200
American Eagle (2)	120,500	Madonna (4)	128,000
Anna Guarino (2)	15,500	Magellan (2)	142,000
Annie II (5)	37,000	Malolo (3)	290,000
Anthony & Josephine (6)	136,500	Manuel F. Roderick (1)	121,000
Ariel (4)	43,800	Manuel P. Domingos (3)	379,000
Atlantic (3)	225,000	Margie & Roy (3)	8,000
Austin W. (2)	142,000	Maria Immaculata (5)	65,500
Ave Maria (3)	327,000	Marietta and Mary (2)	97,000
Ave Maria (Small) (2)	31,000	Marsala (3)	157,000
Avocet (4)	19,000	Mary (6)	84,000
Babe Sears (2)	255,000	Mary A. (2)	119,000
Baby Rose (3)	370,000	Mary Curtis (2)	217,000
Bahia (3)	156,500	Mary E. (1)	7,000
Barbara C. (2)	11,500	Mary M. (3)	83,500
B. Estelle Burke (2)	175,000	Mary Rose (3)	485,000
Bethulia (1)	70,000	Mary W. (2)	6,000
Bonaventure (3)	524,000	Mellena II (3)	48,000
Capt. Drum (1)	4,500	Mocking Bird (3)	210,000
Carlo & Vince (1)	42,000	Myrna Loy (4)	150,000
Carrela Maria (2)	57,500	Nancy F. (3)	147,000
Caroline & Mary (2)	328,000	Naomi Bruce (24)	104,000
Casco (4)	27,000	Naomi Bruce II (24)	81,500
Caspian (3)	194,000	Naomi Bruce III (22)	106,000
Catherine (22)	54,400	Natale III (1)	8,000
Catherine Amiraault (2)	374,000	North Sea (3)	157,000
Catherine L. Brown (2)	318,000	Nyoda (1)	38,000
Chas. M. Fauci II (3)	15,000	Ocean Wave (4)	294,000
Chebeague (3)	91,000	Old Glory (1)	58,000
Cigar Joe (3)	176,000	Olga C. (3)	216,000
Columbia (2)	429,000	Olivia Brown (3)	244,000
Corinthian (1)	202,000	Philis & Grace (2)	283,000
Curlew (2)	360,000	Phyllis A. (21)	103,900
Dartmouth (3)	144,000	Phyllis & Mary (3)	122,000
Dixie B. (2)	72,000	Pilgrim (2)	358,000
Dolphin (3)	308,000	P. K. Hunt (3)	298,000
Doris F. Amero (1)	77,000	Pollyanna (2)	251,500
Edith & Lilian (3)	483,000	Portugal (2)	145,000
Edith L. Boudreau (2)	166,000	Puritan (2)	234,000
Edna Fae (23)	104,500	Raymonde (2)	177,000
Elizabeth A. (3)	25,000	R. Eugene Ashley (3)	274,500
Eliza C. Riggs (3)	7,000	Rita B. (2)	207,000
Ellen & Jean (2)	7,000	Rosalie D. Morse (2)	414,700
Emily Brown (3)	596,000	Rose and Lucy (1)	20,000
Emma Marie (1)	12,000	Rosie and Gracie (2)	60,500
Enterprise (25)	150,600	Rosie C. (3)	19,500
Ethel V. Stowman (3)	154,000	Ruth and Margaret (2)	239,000
Eugene H. (2)	189,000	St. Anthony (3)	244,000
Evalina M. Goulart (3)	266,000	St. Joseph (1)	3,500
Evelyn G. Sears (2)	97,000	St. Peter (3)	196,000
Falcon (6)	55,500	St. Peter II (1)	117,000
Florence & Lee (2)	440,000	St. Providence (1)	20,000
Four Sisters (4)	170,000	St. Teresa (1)	40,000
Frank R. (3)	6,000	St. Victoria (3)	302,000
Gaetano S. (2)	260,000	Salvatore (3)	284,000
Gertrude E. (3)	18,000	Santa Maria (2)	110,000
Gloucester (1)	50,000	Santina D. (1)	12,500
Golden Eagle (2)	282,000	Santo Antonino (1)	50,000
Gov. Al Smith (3)	218,000	Santo Padre (1)	3,000
Helen M. (3)	229,000	Sea Hawk (3)	268,000
Hilda Garston (2)	437,000	Sea Queen (3)	232,000
Holy Family (2)	276,000	Sea Roamer (3)	305,000
Immaculate Conception (2)	116,000	Sebastiana & Figli (2)	40,000
Irma Virginia (4)	69,800	Sebastiana C. (3)	242,500
Jackie B. (2)	59,000	Serafina N. (1)	30,000
Jackson & Arthur (4)	28,000	Serafina II (3)	94,500
J. B. Junior (3)	77,000	Skelliglee (3)	203,000
Jean & Patricia (1)	40,000	Superior (2)	242,000
Jennie & Julia (2)	45,000	Susie O. Carver (2)	32,500
Jennie & Lucia (3)	105,500	Sylvia A. (1)	6,000
Joffre (2)	299,000	Theresa M. Boudreau (2)	411,000
Joseph & Lucia (3)	481,000	Thos. J. Carroll (3)	371,500
Josephine & Margaret (3)	192,000	Three Sisters (1)	2,000
Josephine P. II (1)	75,000	Tina B. (1)	39,000
Joseph S. Mattos (2)	239,000	Trimembr (5)	44,500
Josie II (3)	28,000	Uncle Guy (3)	202,000
Julie Ann (2)	384,000	Uncle John (3)	115,500
Killarney (3)	552,000	V-E Day (2)	403,000
Lady of Good Voyage (2)	165,000	Wanderer (2)	75,000
Lassghen (2)	13,500	We Three (3)	60,000
Leonard & Nancy (1)	110,000	Whitstone (2)	92,000
Linta (1)	6,000	Wind (3)	372,000
Little Joe (2)	12,500	Yankee (1)	30,000

## Oakite Offers New Cleaning Digest

A newly revised maintenance and sanitation cleaning digest, presenting data on 44 essential cleaning tasks commonly performed in seafood plants and aboard fishing vessels, has recently been published for free distribution by Oakite Products, 57 Thames St., New York 6, N. Y.

Prepared in concise form for ready reference, this booklet provides interesting information on cleaning and germicidal treatment of processing equipment.

Of particular interest to fishing vessel operators, is the special data presented on descaling Diesel cooling systems, "lube" oil coolers and refrigerant condensers to maintain normal heat transfer; removing slime and residue from fish pens; cleaning bilges; steam-detergent cleaning of fish storage holds, and other jobs.



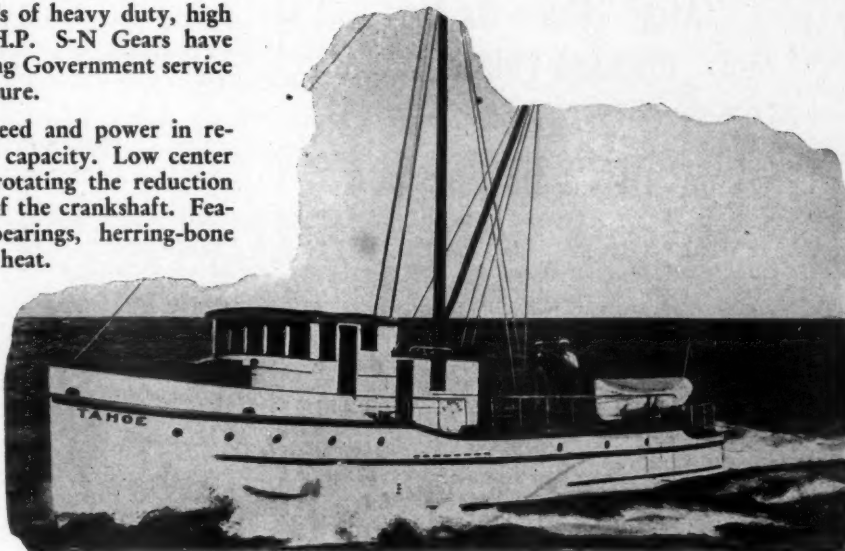
# S-N Gears Built For Heavy Duty Service

S-N Gears meet all demands of heavy duty, high speed Diesels up to 600 H.P. S-N Gears have proved themselves in exacting Government service and Diesels of all manufacture.

S-N Gears transmit full speed and power in reverse, rated 100% overload capacity. Low center of gravity is obtained by rotating the reduction unit about the center line of the crankshaft. Featured by self-lubricated bearings, herring-bone design, and elimination of heat.

S-N Reverse and Reduction Gears are available in direct drive or reduction drive. The ratio may be readily changed.

Freight boat "Tahoe" at right—65' by 15'6", speed 12 knots—S-N Gears on high speed Diesel.



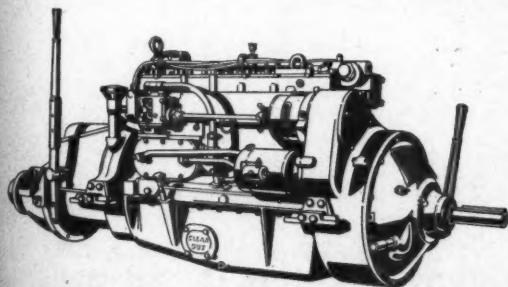
Send for your 1946  
"Rules of the Road"

## THE SNOW-NABSTEDT GEAR CORP.

Manufacturers of S-N and JOES Famous Gears

BOX 1753, NEW HAVEN, CONN.

PLANT AT 251 WELTON STREET, HAMDEN, CONN.



### You Can't Beat a Workhorse for Work GET A GRAY LUGGER

Gray Lugger Series Engines, designed and built for workboat service, are basically different from the higher speed engines for other types of service. They are available with Twin Disc Power Take-off, and choice of reduction gear ratios, 2:1, 2.5:1, 3:1, 3.5:1, and 5:1.

Send for free catalog

**GRAY MARINE MOTOR COMPANY**  
646 Canton Ave., Detroit 7, Michigan

# GRAYMARINE

## Trawler repairs in the Port of Boston

Bethlehem's two repair yards in Boston harbor, the Atlantic Yard and Simpson Yard, have unexcelled facilities together with years of experience in repairing and reconditioning trawlers. Get in touch with one of these Bethlehem yards the next time you need trawler repairs.

### BETHLEHEM STEEL COMPANY Shipbuilding Division

ATLANTIC YARD SIMPSON YARD  
EAST BOSTON, MASS.



A NEW PRODUCT—FOR WINTER DELIVERY

## "Atco" Brine Salted Pilchard Fillets

IN 20 POUND PAILS (about 12 fillets per lb.)

## "Atco" H & G Dressed and Scaled Brine Salted Pilchards

IN 20 POUND PAILS AND 100 POUND  
BARRELS (about 6 fish per lb.)

These pilchards are packed from Jumbo Sardines in our California plant. Shipments will begin to go forward on January first and will be filled in order received.

Prices (subject to change without notice): Fillets in 20 pound pails 18c per lb.; H & G in 20 pound pails 12c per lb., in 100 pound barrels 9c per lb. All prices f.o.b. Monterey, Calif.

Send orders direct to

**ATLANTIC COAST FISHERIES CO.**  
Four Fish Pier, Boston 10, Mass.



*Service is half the picture*  
**DIESEL  
MARINE ENGINES**

Made by **"CATERPILLAR"**

can be serviced at our own dockside,  
Port Morris Terminal, East River, N. Y.

Complete Rebuilding Facilities

STATIONARY POWER UNITS • ELECTRIC GENERATOR PLANTS

**H.O. PENN MACHINERY CO.**

INCORPORATED  
140th St. and EAST RIVER, NEW YORK, N. Y.BRANCHES  
MINEOLA, L. I. POUGHKEEPSIE, N. Y. NEWINGTON, CONN.

## Boston Landings—October

(Hailing fares. Figure after name indicates number of trips.)

Acme (3)	43,900	Little Nancy (4)	188,500
Addie Mae (2)	21,600	Lorine III (1)	47,000
Adventure (3)	348,000	Lucky Star (2)	134,000
Alden (2)	65,000	Maine (1)	89,200
Alphonso (4)	30,900	Margaret & Marie (1)	7,600
Annie (4)	29,500	Margee & Pat II (4)	317,500
Annie & Josie (5)	53,600	Maria del Soccorso (6)	67,900
Arlington (4)	430,200	Maria Giuseppe (1)	2,700
Atlantic (3)	201,200	Marietta (3)	160,000
Ave Maria (7)	67,100	Marjorie (1)	178,100
Bay (3)	158,200	Marjorie Parker (3)	51,600
Beatrice & Rose (2)	53,000	Mary & Jennie (4)	97,000
Belle (3)	229,100	Mary & Joseph (1)	150,000
Belmont (2)	75,200	Mary W. (2)	271,000
Billow (4)	290,700	M. C. Ballard (4)	51,200
Boat 885 (2)	2,900	Michael G. (3)	151,200
Breaker (1)	50,200	Natale III (1)	60,000
Breeze (3)	219,400	Neptune (3)	234,200
California (2)	128,000	Newton (3)	220,300
Calm (23)	337,700	Nina B. (3)	267,700
Cambridge (3)	305,500	Noreen (2)	133,500
Capt. Drum (1)	40,000	North Star (2)	145,000
Carmela Maria (2)	60,100	Ocean (4)	390,300
Catherine B. (5)	160,200	Ohio (3)	134,600
Charles M. Fauci, Jr. (2)	44,300	Olympia (2)	87,000
Charlotte M. (2)	127,700	Olympia LaRosa (4)	160,600
Cigar Joe (1)	49,600	Paolina (1)	7,600
Clinton (1)	30,000	Plymouth (5)	334,000
Cormorant (1)	81,000	Princess (4)	33,300
Crest (3)	316,900	Quincy (2)	133,500
Delaware (4)	445,200	Red Jacket (3)	301,200
Dorchester (4)	381,300	Robert & Edwin (3)	26,500
Drift (3)	342,300	Roma (6)	59,100
Eddie & Lulu M. (6)	32,600	Rosemarie (2)	89,000
Eleanor (2)	70,000	Rosemarie M. (4)	299,100
Esther M. (2)	189,500	Rose Mary (3)	51,900
Estrela (2)	125,000	Rosie (3)	40,200
Ethel (5)	38,600	Rosie and Gracie (1)	48,000
Eva M. Martin (6)	34,700	Rush (3)	217,000
Eva II (6)	48,500	St. Joseph (2)	66,600
Fabia (1)	52,000	St. Michael Angelo (2)	7,500
Famiglia (4)	94,000	St. Peter II (1)	116,500
Fannie F. Hickey (3)	62,500	St. Providenza (1)	3,300
Fearless (3)	357,000	St. Theresa (5)	16,900
Flow (3)	238,000	San Calogero (4)	57,300
Flying Cloud (2)	198,700	Santa Lucia (4)	48,100
4-G-370 (1)	3,400	Santa Maria (1)	47,000
Francesca (1)	7,700	Santina D. (3)	67,800
Frances C. Denehy (2)	38,200	Sarah M. (1)	3,200
Frank F. Grinnell (2)	66,000	Sea (1)	38,000
Frankie & Rose (1)	45,000	Sea Fox (1)	21,000
Geraldine & Phyllis (3)	157,500	Sebastiana & Figli (3)	39,700
G. N. Soffron (3)	158,500	Squall (2)	281,800
Hazel B. (2)	126,500	Stanley B. Butler (1)	85,500
Holy Family (1)	99,300	Storm (3)	291,900
Jackie B. (1)	35,000	Surge (2)	193,900
J. B. Junior II (3)	62,300	Texas (3)	144,600
Jennie & Julia (1)	45,000	Theresa R. (3)	134,800
Joe D'Amrosio (3)	30,900	Thomas D. (3)	140,000
Josephine Ess (1)	63,000	Thomas Whalen (5)	333,700
Josephine F. (2)	11,800	Tide (1)	90,000
Josephine P. II (3)	150,100	Triton (4)	292,400
Josie M. (3)	46,400	Two Pals (3)	31,300
Junojaes (1)	101,000	Wave (2)	206,400
Kid Roberts (1)	1,400	Weymouth (4)	354,300
Lark (3)	301,300	Wm. J. O'Brien (4)	363,700
Lawrence Scola (4)	72,600	Winchester (4)	445,800
Leonarda (5)	29,800	Winthrop (3)	260,400
Linta (1)	50,000		
Little Joe (1)	21,400		

### Scallop Dragers (Landings in Gallons)

Viking (1)	1,200
------------	-------

## Boston's "Venture II" Salvaged

The 100' dragger *Venture II*, which sank off Norman's Woe on September 13, was salvaged on October 15, and is now at Parkhurst's Marine Railway, Gloucester for repairs. Damage to the craft, which is owned by Lawrence Soule and A. L. Parker of Boston, was slight, and it is expected that she will resume fishing before the end of the year.

### Swordfish Breaks Record

A swordfish breaking all weight records was received by R. S. Hamilton Co., Boston on October 29 in a shipment of frozen swords. The fish, gutted and with head and tail off weighed 768 lbs., which far exceeds the record established in 1920 by a 705 lb. swordfish received by the same company.

The car that brought this new record breaker to Boston also made a record in that it contained 53,301 lbs. of frozen swords, the largest carload shipment ever to come into that market.

### Capt. Henry M. Atwood Dies

Capt. Henry M. Atwood, 76, retired port captain for General Seafoods Corp., Boston, and a former fishing skipper, died on October 25. Capt. Atwood had been port captain for General Seafoods for 20 years; previous to which he skippered various

# Now UNDER ONE MANAGEMENT



All the facilities and equipment of the Narragansett Bay Packing Co., E. B. Blount Sons Oyster Co., and the Plymouth Packing Co. are now united under the name of BLOUNT SEAFOOD CORPORATION. The new unified control of planting, growing, harvesting, processing and shipping WHITECAP Oysters and POINT JUDITH Clams assures better service and faster shipments. Write, wire or 'phone.

## BLOUNT SEAFOOD CORPORATION

Main Office: WARREN, RHODE ISLAND

Telephone: Warren 0451

fishing craft, including the *Fannie Belle Atwood*, named in honor of his daughter. Capt. Atwood was at one time general manager of the Atlantic Maritime Co., Gloucester, which was located where Superior Fillet Co. is today.

### John J. Nagle, Jr. Dies

John J. Nagle, Jr., 57, prominent figure in the Massachusetts wholesale fish business for approximately 25 years, died on October 14. Mr. Nagle was president of the Boston Fish Market Corp. and the Cape Cod Fisheries, Provincetown, vice-president of the Commonwealth Ice and Cold Storage Co., and president and treasurer of John Nagle & Co. He served as an industry consultant to the Office of Coordinator of Fisheries during World War II, and was a member of the National Fisheries Institute.

### Seek Abolition of Sanctuary

At a conference held in Boston on October 4 on future development of the Plum Island Division of the Parker River wildlife sanctuary, Fish & Wildlife Service officials stated their intent to continue work in the area despite a warning that contamination of the region by ducks may wipe out a \$500,000 damming industry. However, officials promised a committee headed by Malcolm S. Fryer that any impoundment of the damming creeks on Plum Island would be undertaken only after consultation with local and State officials.

At the close of the conference the committee voted to have a bill abolishing the entire sanctuary filed with Congress in the next session. The group also voted to make a study of riparian rights in the proposed sanctuary, a subject tied in with the present Supreme Court case on tidal lands.

### Fish Skinning Machine Developed

The automatic fish skinning machine invented by J. W. (Wiley) Daniels of Fort Myers, Fla. some months ago has been adopted as part of its processing equipment by General Seafoods Corp. of Boston, Mass., it was announced recently by Mr. Daniels.

The deal is the result of several months of negotiation with the Boston company which made a 30 day running test of the device. The machine proved its ability to turn out 7,500 fillets an hour of such fish as cod, haddock, flounder, catfish, trout, and mackerel. The average skilled hand operator can turn out only about 300 fillets an hour. A feature of note is that no practical way of scaling mackerel had been found until the advent of this machine, which removes scales along with the skin.

Plans are underway to develop similar machines of less capacity for wholesalers and retail fish markets.

### Frank H. Elsworth Dies

Frank H. Elsworth, 76, president of J. & J. W. Elsworth Co., Inc., oyster growers and packers with offices at 95 South St., New York City, died at his home in Montclair, N. J. on November 2. Mr. Elsworth had been associated with the business for 50 years, and president since 1923. He had been in semi-retirement since 1941, leaving the management of the company to a nephew, J. W. Elsworth, acting vice-president.

## ★ Columbian ★

### PROPELLERS & FITTINGS

Sturdy, well designed, made of new metal. Best value for your money.

You get top performance and speed from your Columbian Propellers. Fine bronze fittings, (stern bearings, shaft logs, rudders, controls). Columbian yacht toilets.

Write for free Catalog  
COLUMBIAN BRONZE CORP.  
Freeport, L. I., N. Y.

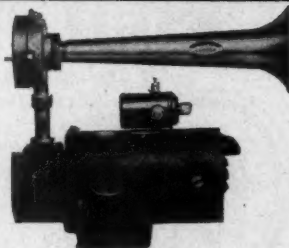


## HORNS-WHISTLES

"Electro-Phonic" Air Signal

Defense against Every Emergency—the Fisherman's Sentinel—Protects Lives and Investment.

Electro-Phonic Powerful Air Signal Supplies its own compressed air—no tank, no valves, no piping. Unexcelled for Fog Penetration, Echo Signals, and Reliability. Types, sizes for all Marine Needs—Mechanical Fog Horns.



Model EP-SIF

CLARK COOPER CO. 325 N. MARKET ST. PALMYRA, N. J.

## Sheppard MARINE DIESELS



Sheppard Model 6C or 6F 3-cylinder Marine Diesel develops 28 or 31 continuous horsepower respectively at 1400 R. P. M. Heat exchanger and expansion tank are built into the engine itself as a single unit. Write for detailed specifications.

Other models ranging from 8 to 52 H. P.

R. H. SHEPPARD COMPANY, INC.  
30 MIDDLE STREET, HANOVER, PA.

DIESEL'S THE POWER . . . SHEPPARD'S THE DIESEL



## POWERFUL LIGHT—INSTANTLY—ANYWHERE



**Big Beam**  
PORTABLE ELECTRIC  
HAND LAMP

A portable electric hand lamp that throws a powerful beam 2000 feet or, with use of instant snap-on lens, floodlights a wide area. Ideal for utility and emergency uses by commercial fishermen. Strong, long-lived, sturdy, inexpensive. Dry cell and rechargeable models. Write now for catalog on all models and accessories.

**U-C LITE MANUFACTURING CO.**  
Dept. EE, 1050 W. Hubbard St., Chicago 22, Ill.

## REPAIRS — RECONVERSIONS — REBUILDING

These are some of the services we offer to all Commercial Fishermen.

Here a MODERN PLANT, with ADEQUATE FACILITIES is at your disposal.

EXPERT MECHANICS are available at all times for installing all types of ENGINES as well as AUXILIARY EQUIPMENT.

Large stock of MARINE SUPPLIES — GASOLINE and DIESEL ENGINES, sales and service.

NEW CONSTRUCTION

JABSCO PUMP DISTRIBUTORS

Piledriving — Wharf Construction — Mudbanking

**Delaware Bay Shipbuilding Co., Inc.**  
Leesburg - - - - - New Jersey

## DeWitt AMERICAN-MADE FISH HOOKS

All Styles, Sizes and Finishes  
Write for Catalog

*Bill DeWitt Baits*

DIVISION OF SHOE FORM CO. INC.

Auburn, New York

U. S. A.

**B**

## Where to Ship in New York

Beyer Fish Co., Fulton Fish Market

International Fish Co., 111 Fulton Fish Market

Lester & Toner, Inc., Fulton Fish Market

South Fish Co., 31 Fulton Fish Market

Frank W. Wilkisson, Inc., 16 Fulton Market

## Vineyard October Fishing Was "Just Fairish"

By J. C. Allen

Of things in the sea, and on it, of things over it and under it, there is something to be said as October, the second Fall month, drops astern in the wake. We begin to understand now why the old men of our acquaintance, in years gone by, hated to see the Fall come. But so help us, the oldest of the ancient fossils never hated it as much as the old-timers who failed to make a Summer season and were obliged to hand-line on Georges in the Winter. Those lines, the size of a buoy line, with a lead that went from 7 to 12 lbs. in weight, broke many a man's back and certainly raised the devil with his morale, only they didn't use that word in those days.

But coming back to local doings, we would say that October fishing was "just fairish" for the most part. The gang picked up a few swords all through the month, but they didn't drive it very hard for them, just took 'em as they happened to come, while they were dragging and the like.

Otter trawling has been going on all the way from 40 fathoms to the edges of the cornfields. The take has been average, with maybe a little better showing of yellowtails, but not so many cod in the twine. Hand-liners have done very well on the hard bottom, and the fish have worked in to water running not over a couple of fathoms in depth.

Alongshore schools have been big—striped bass, bonito, and one big spurt of mackerel that brought the whole fleet of seiners in for a few days. But the bonito came back and scattered hell out of 'em, and they drifted easterly.

### Trap Fishing Poor

In spite of all the schooling inshore, the traps only hit the fish now and then. They got some good cracks at the butters, but not often enough. Not much more than that hit the trap gear for the whole month.

We wonder why one of our enterprising lads doesn't try some old method with new trimmings for inshore fishing. It certainly looks to us as if this type of fishing must change in method or stop altogether.

### Bay Scallop Season Starts

The portion of Sengekontacket Pond which lies in Oak Bluffs was opened to bay scalloping about the middle of the month. The eyes were small, and the gang fishing was small, too. The price was \$8.75 to \$9.75, which is good going, on the face of it. However, a man must have at least \$100 worth of gear to go commercial scalloping, and even if he keeps it over from year to year, he has to make repairs and so on. No sets of any account were reported except in Chilmark and Gay Head, and those beds won't be opened for a spell.

### "Harvey" Is Complete Loss

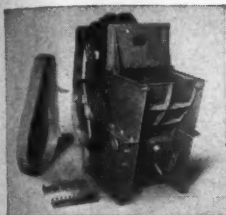
The 38' New Bedford dragger *Harvey*, owned and skippered by Capt'n Manuel DeMello, was destroyed by fire and explosion on October 11, while tied at a No Mans Land dock for repairs. The craft, which had developed a fuel feed line leak, was believed to be a total loss, her remains having gone to the bottom after the explosion.

Capt'n DeMello, who had just paid \$12,000 for the vessel, was badly burned about the head and body. The boat was uninsured, and was on her first trip since changing ownership.

The three crew members, Manuel Martin, Anibal Silva, and George Costa, all of New Bedford, were ashore at the time of the blaze. However, they rushed to the rescue, and rowed their injured skipper to Gay Head during a half gale, a distance of 5 miles or better, to summon medical aid.

### Hand-lining Prospects Good

The month wound up with slightly cooler weather, some wind, but nothing desperate, and a good run of bait of all kinds. Prospects are good for the best hand-lining of the year, and for one part, be cussed and be blowed if we ask for anything better in life than the opportunity to get out in about 10 fathoms and drop a hook or two into the school cod.

**CREASEY ICE BREAKERS.**

Sturdily built for long service on hard icing jobs without breakdowns, Creasey Breakers make big savings for even small plants. Size of flakes can be changed from coarse to fine while breaker is running. Many Creaseys in use 20 years are still giving peak performance. Capacities to 30 tons/hour—motor drive. Write for Bulletin on Breakers, Conveyors, and Elevators for icing operations.

**Gifford-Wood**

New York 17  
420 Lexington Ave.

**Ice Your Fleets and Cars**  
FASTER • EASIER • CHEAPER

Sturdily built for long service on hard icing jobs without breakdowns, Creasey Breakers make big savings for even small plants. Size of flakes can be changed from coarse to fine while breaker is running. Many Creaseys in use 20 years are still giving peak performance. Capacities to 30 tons/hour—motor drive. Write for Bulletin on Breakers, Conveyors, and Elevators for icing operations.

**HUDSON, N. Y.**

SINCE 1914  
Chicago 6  
565 W. Washington St.

## Lobsterman Receives Prize In The New Bedford Cordage Contest

Harold F. Deane, Cuttyhunk, Mass., lobster fisherman, has been named prize winner in the tall fish-story contest sponsored by the New Bedford Cordage Co., 233 Broadway, New York. His story, a tale of blowfish that ran away with his lobster pots, was chosen by contest judges for its originality and adaptability to illustration. As winner, he will receive two prizes, a coil of rope and an illustration of his story by a New York artist.

At 69, Deane claims to be the oldest lobster fisherman on Cuttyhunk, and has been engaged in the fishing industry since 1906. He operates a 42', 90 hp. boat in Vineyard Sound and Buzzards Bay.

As interesting as Deane's tall story is the true one which he tells about a low-flying plane which recently ran down his boat. The plane splintered his mast, but fortunately did no serious injury to anyone.

## Rot-Ban, a Fungicidal Treatment

Now made commercially available by The Wilbur & Williams Co., Greenleaf and Leon Sts., Boston 15, Mass., Rot-Ban brings a new control for fungus and mildew. This perfectly clear liquid product, developed for the Armed Forces in the Pacific, is easy and safe to use on canvas, rope and fish nets to give proven protection against parasites that rot away their usefulness.

Rot-Ban functions equally well when treated articles are in use or in storage. It is not harmful to humans, causes no discoloration of goods nor does it lessen flexibility.

## New Columbian Bronze Shaft Seal

Columbian Bronze Corp. recently developed a mechanical shaft seal which may be directly installed without special machine work on the shaft or housing. It does not mar the shaft and installation requires no special tools. Shaft runout and misalignment does not affect the performance of the seal since the only relative movement is at the lapped faces.

A complete unit with no loose parts, the C-B is installed merely by sliding it into position on the shaft and tightening two set screws. This seal is now supplied as standard equipment on Columbian rotary type pumps and is available as a packaged unit for shaft sizes from 1/2" to 1".

## Mackay Radio Moves to New Location

Mackay Radio and Telegraph Co., subsidiary of American Cable & Radio Corp., announced recently that the New York headquarters of its Marine Division have been moved from 111 Eighth Ave. to new and improved offices at 345 Hudson St.

E. H. Price, vice president and general manager of the Marine Division, announced that executive, sales, accounting, service, marine traffic, purchasing, and supply and order personnel will be located in the new offices. The Engineering Department and Laboratories will remain at their present location at 157 Chambers St., New York.

## Commercial Fishing Boats

*New Construction and Repairs*

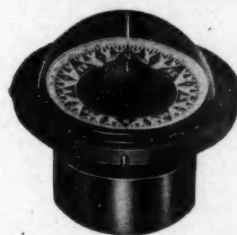
Every facility is offered the fishing fleet for repairs of all kinds and construction of new boats,—two floating dry docks, complete machine shop, electric welding. The plant is particularly well equipped for building steel trawlers. We welcome correspondence.

**LIBERTY DRY DOCK, INC.**

FOOT OF QUAY STREET

BROOKLYN, N. Y.

## THE KELVIN-WHITE



*Spherical*  
**COMPASS**

The best compass  
for any boat.

*Sail or Motor*

**KELVIN & WILFRID O. WHITE CO.**

38 WATER STREET  
NEW YORK CITY

90 STATE STREET, BOSTON 9, MASS.

NEW YORK CITY

## JOHN G. ALDEN

NAVAL ARCHITECT

MARINE ENGINEER

*Specializing in Diesel vessel design*

131 STATE STREET

BOSTON, MASS.

In New York — 607 Fifth Avenue

**GIELOW**  
INCORPORATED

25 West 43rd Street  
New York 18, N. Y.

NAVAL ARCHITECTS  
MARINE ENGINEERS

*Designers of  
All Types of  
Fishing Vessels*

## ELDREDGE - McINNIS, Inc.

NAVAL ARCHITECTS  
And MARINE ENGINEERS

131 State Street

Telephone HUBbard 2910  
BOSTON 9, MASS.

## George H. Stadel, Jr., Naval Architect

designer and builder of fine fishing vessels  
All able, easy working vessels

*Write for information on our lobster boats and draggers*

426 Shippan Avenue

Stamford, Conn.

## Where-to-Buy Directory

Companies whose names are starred (\*) have display advertisements in this issue; see Index to Advertisers for page numbers.

### ALARM SIGNALS

\*Clark Cooper Co., 319 N. Market St., Palmyra, N. J.

### ANCHORS

\*R. S. Danforth, 2121 Allston Way, Berkeley, Calif.

### ANCHOR-GRAPNELS

Chas. D. Briddell, Inc., Crisfield, Md.

### BARREL COWERS

L. Schwartz & Co., Inc., 199-203 North 8th St., Brooklyn 11, N. Y.

### BATTERIES, STORAGE

"Exide": Electric Storage Battery Co., Allegheny Ave. and 19th St., Philadelphia, Pa.  
Willard Storage Battery Co., Cleveland, Ohio.

### CAN MANUFACTURERS

Continental Can Co., 100 E. 42nd St., New York, N. Y.

### CLAM KNIVES, TONGS, RAKES

Chas. D. Briddell, Inc., Crisfield, Md.

### CLUTCHES

\*Kinney Manufacturing Co., 5341 Washington St., Boston, Mass.

### COLD STORAGE

Quaker City Cold Storage Co., Philadelphia, Pa.

### CORDAGE MANUFACTURERS

American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.

\*Columbian Rope Co., Auburn, N. Y.

\*New Bedford Cordage Co., 233 Broadway, New York, N. Y.

### CYLINDER LINERS, PISTONS, RINGS

Hunt-Spiller Manufacturing Co., 383 Dorchester Ave., Boston, Mass.

### DEPTH FINDERS

\*Bendix Aviation Corp., Pacific Div., 7551 Melrose Ave., Hollywood 46, Calif.

\*Bludworth Marine, 100 Gold St., New York 7, N. Y.

\*Submarine Signal Co., 160 State St., Boston, Mass.

### DIESEL AUXILIARY SETS

Bromfield Mfg. Co., Inc., 246-256 Border St., East Boston 28, Mass.

\*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.

Diesel Engine Sales & Engineering Corp., Whesco Bldg., Fish Pier, Boston 10, Mass.

\*R. H. Sheppard Co., 330 Middle St., Hanover, Pa.

United States Motors Corp., 448 Nebraska St., Oshkosh, Wis.

### DISTRESS SIGNALS

\*Aerial Products, Inc., Merrick, L. I., N. Y.

### ELECTRICAL EQUIPMENT

Diehl Manufacturing Co., 240 Congress St., Boston, Mass.

Electro Dynamic Works, Bayonne, N. J.

General Electric Co., Schenectady, N. Y.

Sperry Gyroscope Co., Inc., Great Neck, N. Y.

### ELECTROLYSIS ELIMINATION

Hamilton Engineering Co., P.O. Box 1893, Boston, Mass.

### ENGINE MANUFACTURERS

Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.

\*The Buda Co., Harvey, Ill.

\*Caterpillar Tractor Co., Peoria, Ill.

Chrysler Corporation, 12211 East Jefferson, Detroit, Michigan.

\*Cooper-Bessemer Corp., Mount Vernon, O.

\*Cummins Engine Co., Columbus, Ind.

\*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.

\*Enterprise Engine & Foundry Co., 18th and Florida Sts., San Francisco 10, Calif.

Fairbanks, Morse & Co., Chicago, Ill.

\*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

Joshua Hendy Iron Works, Sunnyvale, Calif.

\*Kermath Mfg. Co., 5896 Commonwealth Ave., Detroit 8, Mich.

\*The Lathrop Engine Co., Mystic, Conn.

\*Lorimer Diesel Engine Co., 16th & Wood Sts., Oakland, Calif.

Mack Mfg. Corp., Empire State Building, New York 1, N. Y.

\*Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.

\*Murray & Tregurtha, Inc., 12 Hancock St., Quincy 71, Mass.

The National Supply Co., Superior Diesels, Springfield, Ohio.

\*Osco Motors Corp., 2020 E. Orleans St., Philadelphia 34, Pa.

\*Palmer Bros. Engines, Inc., Cos Cob, Conn.

Red Wing Motor Co., Red Wing, Minnesota.

\*Wolverine Motor Works Inc., 1 Union Ave., Bridgeport, Conn.

Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

### Ford Conversions and Parts

\*Osco Motors Corp., 3648A No. Lawrence St., Philadelphia, Pa.

### Gasoline Engines

\*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

### ENGINE DEALERS

Diesel Engine Sales & Engineering Corp., Whesco Bldg., Fish Pier, Boston 10, Mass.

\*The Edson Corp., 49 D St., South Boston, Mass.

\*Harbor Supply Oil Co., 39 Portland Pier, Portland, Me.

\*H. O. Penn Machinery Co., Inc., East River and 140th St., New York, N. Y.

\*Perkins-Eaton Machinery Co., 376 Dorchester Ave., South Boston 27, Mass.

Quincy Engine Co., 681-683 Southern Artery, Quincy, Mass.

\*Southworth Machine Co., 30 Warren Ave., Portland, Me.

### EXHAUST SILENCERS

John T. Love Welding Co., Walen's Wharf, Wharf St., Gloucester, Mass.

The Maxim Silencer Co., 74 Homestead Ave., Hartford, Conn.

### FISHING GEAR

\*Westerbeke Fishing Gear Co., Inc., 279 Northern Ave., Boston, Mass.

### FISH MEAL MACHINERY

Enterprise Engine & Foundry Co., Process Machinery Div., 18th and Florida Sts., San Francisco, Calif.

### FISH SCALERS

#### Portable, Flexible Shaft

N. A. Strand & Co., 5001 N. Wolcott Ave., Chicago 10, Ill.

### FLOATS

J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio.

### FOG HORNS

\*Clark Cooper Co., 319 N. Market St., Palmyra, N. J.

L. D. Lothrop Sons, Gloucester, Mass.

### FUEL GAUGES

The Liquidometer Corp., Marine Division, Skillman Ave. at 37th St., Long Island City, N. Y.

### HEATERS

Way-Wolf Associates, 33 Fulton St., New York 7, N. Y.

### HOOKE, FISH

\*Bill DeWitt Baits, Hook Mfrs., Auburn, N. Y.

\*O. Mustad & Son, Oslo, Norway.

### ICE BREAKERS

\*Gifford-Wood, Hudson, N. Y.

### ICE PICKS

Chas. D. Briddell, Inc., Crisfield, Md.

### LIFEBOATS

Lane Lifeboat & Davit Corp., 40 Road and Flushing River, Flushing, N. Y.

### MARINE GLUE

W. A. Briggs Bitumen Co., 3309 Richmond St., Philadelphia 34, Pa.

### NAUTICAL INSTRUMENTS

\*Kelvin-White Co., 90 State St., Boston, Mass.

Raytheon Mfg. Co., Industrial Electronics Div., Waltham 54, Mass.

Sperry Gyroscope Co., Inc., Great Neck, N. Y.

### NETS AND NETTING

W. A. Augur, Inc., 35 Fulton St., New York, N. Y.

\*R. J. Ederer Co., 540 Orleans St., Chicago, Ill.

The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.

\*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.

Pauls Fish Net Company, 357 West Ohio Street, Chicago 10, Illinois

A. M. Starr Net Co., East Hampton, Conn.

### OILED CLOTHING

\*H. M. Sawyer & Son Co., East Cambridge, Mass.

### OIL FILTERS

Hamilton Engineering Co., P.O. Box 1893, Boston, Mass.

### OILS

Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.

Macmillan Petroleum Corp., 530 W. 6th St., Los Angeles 14, Calif.

\*Standard Oil Co. of N. J., 26 Broadway, New York 4, N. Y.

Trawler Oil Corp., Rm. 18, Administration Bldg., Fish Pier, Boston 10, Mass.

### OYSTER KNIVES, TONGS

Chas. D. Briddell, Inc., Crisfield, Md.

### PRESERVATIVES

"Cuprolignum": Robert S. Chase, 195 Marlborough St., Boston 16, Mass.

\*Unexcelled Chemical Corp., 11 Park Place, New York 7, N. Y.

### PAINTS

\*International Paint Co., Inc., 21 West St., New York, N. Y.

Pettit Paint Co., Belleville, N. J.

### PORTABLE LIGHTS

\*U-C Lite Mfg. Co., 11 E. Hubbard St., Chicago 11, Ill.

### PROPELLERS

\*Columbian Bronze Corp., Freeport, N. Y.

Federal-Mogul Marine Div., 4033-91 Beaulieu Ave., Detroit, Michigan.

\*Hyde Windlass Co., Bath, Me.

\*Michigan Wheel Co., Grand Rapids, Mich.

### PUMPS

\*The Edson Corp., 49 D Street, South Boston, Mass.

Jabco Pump Co., 8302 Wilshire Blvd., Beverly Hills, Calif.

Marine Products Co., 6636 Charlevoix Ave., Detroit 7, Mich.

### RADIO DIRECTION FINDERS

\*Bludworth Marine, 100 Gold St., New York 7, N. Y.

\*Fisher Research Laboratory, Inc., Palo Alto, Calif.

Kaar Engineering Co., 611-619 Emerson St., Palo Alto, Calif.



The Hallicrafters Co., 2611 S. Indiana Ave., Chicago, Ill.  
 \*Submarine Signal Co., 160 State St., Boston, Mass.

**RADIO TELEPHONES**

\*Fisher Research Laboratory, Inc., Palo Alto, Calif.  
 Harvey-Wells Electronics, Inc., Southbridge, Mass.  
 Jefferson-Travis Radio Mfg. Corp., 245 East 23rd St., New York 10, N. Y.  
 Kear Engineering Co., 611-619 Emerson St., Palo Alto, Calif.  
 Radiation Products, Inc., Dept. 20, 1142 Wall St., Los Angeles 15, Calif.  
 Soundview Marine Co., Hugh Grant Circle, Bronx, N. Y.

**RANGES**

"Shipmate": Stamford Foundry Co., Stamford, Conn.  
 \*Elisha Webb & Son Co., 135 So. Front St., Philadelphia 6, Pa.

**REVERSE AND REDUCTION GEARS**

\*Snow-Nabstedt Gear Corp., Welden St., Hamden, Conn.  
 \*Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.  
 G. Walter Machine Co., 84 Cambridge Ave., Jersey City, N. J.

**RUBBER BOOTS**

U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

**RUBBER CLOTHING**

\*H. M. Sawyer & Son Co., East Cambridge, Mass.  
 U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

**SEAFOOD TOOLS**

Chas. D. Briddell, Inc., Crisfield, Md.

**SHIPBUILDERS, BOATYARDS**

American Electric Welding Co., Inc., 704-6-8 S. Caroline St., Baltimore 31, Md.  
 \*Bethlehem Steel Co., Shipbuilding Division, Bethlehem, Pa.  
 \*Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J.  
 Electric Boat Co., Groton, Conn.  
 \*Essex Boat Works, Inc., Essex, Conn.  
 General Seafords Corp., Shipyard Division, Rockland, Me.  
 \*Liberty Dry Dock, Inc., Foot of Quay St., Brooklyn 22, N. Y.  
 \*Marine Railway & Repair Co., South Portland 7, Maine.  
 John H. Mathis Co., Camden, N. J.  
 Newport Ship Yard, Inc., 379 Thames St., Newport, R. I.  
 Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.  
 \*Southwest Boat Corp., Southwest Harbor, Me.  
 \*Stonington Boat Works, Stonington, Conn.  
 \*Sturgeon Bay Shipbuilding & Dry Dock Co., Sturgeon Bay, Wis.  
 Waldoboro Shipyards, Inc., Waldoboro, Me.  
 J. K. Welding Co., Inc., 3 Federal St., Yonkers 5, New York.

**STEERING GEAR**

\*The Edson Corp., 49-51 D St., South Boston, Mass.  
 Kirtren Pipe Co., 2925 Western Ave., Seattle 1, Wash.  
 Sperry Gyroscope Co., Inc., Great Neck, N. Y.

**STERN BEARINGS**

\*Hathaway Machinery Co., New Bedford, Mass.  
 Bromfield Mfg. Co., Inc., 246-256 Border St., East Boston 28, Mass.

**TRAWLING EQUIPMENT**

\*Hathaway Machinery Co., New Bedford, Mass.  
 \*New England Trawler Equipment Co., 301 Eastern Ave., Chelsea, Mass.

**WIRE ROPE**

\*Bethlehem Steel Co., Bethlehem, Pa.

**Late News**

**THE INTERNATIONAL TREATY** which has been proposed for the joint control by the United States and Canada of fishing on the Great Lakes has had a varied reception among fishermen. At a meeting held in Marinette, Wis. on October 28, 70 Wisconsin and Michigan fishermen told Cong. Fred Bradley of Michigan that they opposed the treaty, while delegates of the Michigan Fish Producers Association, meeting at Traverse City, Michigan on the same day, went on record as favoring the treaty.

Principal objections are that fishing throughout the Great Lakes and connecting waters would be in the hands of a 6-man International commission which would have power to set fishing limits, seasons, size and gear limits, and fishermen would have no privilege to appeal its decisions. Another argument advanced was that 80% of the fish taken in the Great Lakes are caught in United States waters, but this country would have no more members on the commission than Canada.

**HEADS OF CONGRESSIONAL** committees pertaining to fisheries will change when the Republicans take over control of the 80th Congress. It is thought that Congressman Fred Bradley of Michigan will assume chairmanship of the Merchant Marine & Fisheries Committee of the House, while Senator Owen Brewster of Maine will head the Commerce Committee of the Senate.

**NEW BEDFORD LANDINGS** for the first 8 months of this year totalled 63,241,926 lbs., worth \$7,967,977, which exceeded the value of landings at Boston and Gloucester for the first time in history. Boston landings during the same period totalled 90,731,844 lbs., worth \$7,252,485; while Gloucester landed 145,163,252 lbs., valued at \$7,427,842.

**MARYLAND'S FISH YIELD** is expected to reach 17,000,000 lbs. in 1946, exceeding last year's catch by 4,000,000 lbs., according to an official of the Chesapeake Biological Laboratory. It is anticipated that Maryland fishermen will catch approximately 7,000,000 lbs. on ocean fishing grounds this year, as compared to 3,000,000 lbs. last year, and 1,000,000 lbs. in 1944.

**RELIEF FROM UNEMPLOYMENT** tax payments may be afforded fishing boat owners as the result of meetings held on October 30 and 31 in Washington between representatives of the Department of Interior, the Social Security Division, the Department of Internal Revenue, and members of the National Fisheries Institute and the New Bedford Seafood Producers Association. Federal agencies indicated that they would study the effects of the law in New Bedford in an effort to further clarify its application to fishing boats.

**Index to Advertisers**

Aerial Products, Inc.	41
Atlantic Coast Fisheries Co.	48
Bendix Aviation Corp., Pacific Div.	43
Bethlehem Steel Co. (Shipbldg.)	47
Bethlehem Steel Co. (Wire Rope)	41
Blount Seafood Corp.	49
Bludworth Marine	34
The Buda Co.	55
Caterpillar Tractor Co.	44
Columbian Bronze Corp.	49
Columbian Rope Co.	1
Clark Cooper Co.	49
Cooper-Bessemer Corp.	56
Cummins Engine Co.	6
Cuprolignum	46
R. S. Danforth	38
Delaware Bay Shipbldg. Co.	50
Detroit Diesel Engine Div., General Motors Corp.	13
Bill DeWitt Baits	50
R. J. Ederer Co.	46
The Edson Corp.	31
Enterprise Engine & Foundry Co. (Marine Engine Div.)	16
Essex Boat Works, Inc.	33
Fisher Research Laboratory, Inc.	15
General Motors Corp., Detroit Diesel Engine Div.	13
Gifford-Wood	51
Gray Marine Motor Co.	47
Harbor Supply Oil Co.	8
Hathaway Machinery Co.	33
Hyde Windlass Co.	37
International Paint Co., Inc.	12
Kelvin-White Co.	51
Kermath Mfg. Co.	3
Kinney Mfg. Co.	35
The Lathrop Engine Co.	35
Liberty Dry Dock, Inc.	51
The Linen Thread Co., Inc.	11
Lorimer Diesel Engine Co.	32
Marine Railway & Repair Co.	41
Michigan Wheel Co.	9
Murphy Diesel Co.	4
Murray & Tregurtha, Inc.	14
O. Mustad & Son	39
New Bedford Cordage Co.	29
New England Trawler Equip't Co.	30
Osco Motors Corp.	40
Palmer Bros. Engines, Inc.	36
H. O. Penn Machinery Co., Inc.	48
Perkins-Eaton Machinery Co.	29
H. M. Sawyer & Son Co.	37
R. H. Sheppard Co.	49
Snow-Nabstedt Gear Corp.	47
Southwest Boat Corp.	31
Southworth Machine Co.	39
Standard Oil Co. of New Jersey	2
Stonington Boat Works	27
Sturgeon Bay Shipbldg. & Dry Dock Co.	37
Submarine Signal Co.	7
Twin Disc Clutch Co.	10
U-C Lite Mfg. Co.	50
Elisha Webb & Son Co.	38
Westerbeke Fishing Gear Co.	35
Wolverine Motor Works Inc.	27

## CLASSIFIED ADVERTISING

Rates: \$1.00 per line, \$4.00 minimum charge. Count 10 words to a line. Closing date, first of month of issue.

### MARINE BARGAINS

Draggers, 40' to 116', ice 18,000 to 220,000 lbs., all in commission. Particulars on request. 38' x 10' x 3' Frost built party fishing boat, engine new Gray 121 model. One offshore trawler or party boat, 42' x 12' x 3'6", built 1946, powered by Gray 6-105, in commission. Rebuilt Diesel engines: Lathrop 80 hp. 6 cyl., guaranteed three months; Superior M.R.A. 8 Model, 150 hp. at 1800, reduction gear 3:1, new 1940, used in motor sailer, rebuilt 1946; 370 hp. Cooper-Bessemer, 8 cyl. 11 x 14, Model J.R. Gasoline engines: 40 hp. Buffalo, Navy rebuilt; 100 Mystic Lathrop; Gray 6-121, with 2½:1 reduction gear; 4-54 Gray, 2:1 reduction gear, like new. These are only a few of our listings. Write us as to your requirements. What have you for sale? Knox Marine Exchange, Camden, Me.

### FISHING CRAFT FOR SALE

32' Block Island fishing dragger, 40 hp. Lathrop engine, Hathaway hoister, complete equipment. \$4,500.

40' fishing dragger, 110 hp. Superior Diesel, Hathaway hoister, capacity 20,000 lbs. iced fish. Boat and full equipment in first class condition. \$12,000.

68' dragger, 110 hp. Atlas Diesel. Vessel recently completely overhauled and has both dragging and sea scallop equipment. \$27,000.

Also, trap fishing business, including two complete fish traps, 40' pile driving scow, 35' workboat powered with 100 hp. Lathrop, two trap boats, spare net, stakes, anchors, rope. An established business with entire equipment in exceptionally good condition. All for \$8,500.

Other boats 30' - 100' in length. All listings carefully represented. New listings appreciated.

Edwin B. Athearn, Marine Broker, Woods Hole, Mass. Phone Falmouth 1715.

### FIRE BOAT FOR SALE

Government measure, 76' x 22' x 6', completely equipped, heavy construction, heavy duty direct reversible Diesel motor, originally an oyster dredger. A-1 condition, easily converted to a trawler. Flo Meerwald, Box 22, Goshen, N. J.

### DRAGGER FOR SALE

Fully rigged, now fishing, 60' x 16'6" x 7'3" by 7' draft, completed 1945. 6 cylinder Superior Diesel powered, fresh water cooled, ice about 50 thousand lbs. Apply Wm. Ehne, 435 N. Massachusetts Avenue, Atlantic City, N. J. Telephone Atlantic City 4-0083.

### FIRE BOAT FOR SALE

Fire boat, completely equipped, 65' x 16' x 8', easily converted to passenger, tug or trawler. Heavy construction 180 hp. heavy duty Diesel. All in A-1 condition. G. Schwarzbach, 2140 Mill Ave. & Ave. U, Brooklyn 10, N. Y.

### BOAT FOR SALE

For sale, 31' commercial fishing boat, 100 hp. Pierce Arrow motor, marine converted. Equipped for sword and cod fishing, dory and toilet. Excellent condition. B. Hamilton, Box 179, Block Island, R. I.

### ATLAS ENGINE FOR SALE

One Atlas Imperial, 4 cylinder, 9 x 12, 110 hp. reverse gear engine, completely rebuilt, in excellent running condition. L. R. Beatty, 632 Race St., Philadelphia, Pa.

### FISH NETTING

(Slightly Used)

We have a large lot of assorted fish netting. Some are large seines, all rigged. Sizes of the mesh are ¼", ½", ¾", up to 6". It is difficult to describe these nets as they vary in shape and size. If you are interested, call at

**ATLANTIC MARINE EXCHANGE, INC.**

84 Atlantic Ave. (Cor. Commercial Wharf)

Boston, Mass.

**When You Ship FISH, LOBSTERS  
or SCALLOPS to the Boston Market  
FOR BEST RESULTS SHIP TO  
R. S. HAMILTON COMPANY**

Established 1895

17 Administration Building Fish Pier, Boston, Mass.

**CONSIGNMENTS SOLICITED FOR  
Fish, Hard and Soft Crabs, Crab Meat  
Frogs Legs, Shrimp and Snappers  
WM. M. McCLAIN, INC.**

Wholesale Dealer and Commission Merchant

231 S. Front St. — PHILADELPHIA, PA. — 230 S. Water St.

## BELLAMY ENGINEERING CO.

Designers & Furnishers of Modern Filleting Plants  
"DRESCO" Belting

Worm and Helical Gear Units — Flexible Couplings  
**302 Walnut St. Newtonville 60, Mass.**

Telephone BIGelow 7449

### WINCHES FOR SALE

New England Model BDH friction drum trawl winch, capacity 450 fathoms ¾" wire rope per drum, center drive shaft, with 2:1 bevel gears, heavy cast steel frame; also New England Model WD-700 worm geared trawl winch, same drum capacity as above. These winches have been factory rebuilt and are offered with new winch guarantee. Available for immediate delivery. Call Chelsea 4354 and ask for Mr. Verrette. New England Trawler Equipment Co., Eastern Ave., Chelsea, Mass.

### GENERATOR FOR SALE

5 kw. 32 volt 1200/1800 rpm. tail shaft generator. New, immediate delivery. Call Chelsea 4354 and ask for Mr. Verrette. New England Trawler Equipment Co., Eastern Ave., Chelsea, Mass.

### ENGINES FOR SALE

- We have the following second hand marine engines for sale:
- 2 Type G-6-230 hp. at 300 rpm., six cylinder Cooper-Bessemer reversible Diesel engines with sailing clutch.
  - 1 Type F-4-110 hp. at 350 rpm., four cylinder Cooper-Bessemer Diesel engine with reverse gear.
  - 1 Atlas reversible Diesel engine, 250 hp. at 350 rpm., six cylinder with sailing clutch.
  - 1 Wolverine marine Diesel engine, four cylinder, 100 hp. at 450 rpm. with reverse clutch.
  - 1 Type EN-8-200 hp. at 450 rpm., eight cylinder, Cooper-Bessemer reversible Diesel engine with sailing clutch.
  - 1 Type GN-6-260 hp. at 350 rpm., six cylinder Cooper-Bessemer reversible Diesel engine with sailing clutch.

Detailed information will be furnished on request.

The Cooper-Bessemer Corp., 49 Duncan St., Gloucester, Mass.

### ENGINE FOR SALE

One Superior marine Diesel, M. R. D.-4, 3:1 reduction, Twin Disc hauling clutch, recently overhauled with new F. W. cooling system, 40 x 34 propeller. Complete \$2,200. A. C. Anderson, 401 W. Rio Grande Ave., Wildwood, N. J. Phone: 508.

### ENGINE, SAIL, WINCHES

Fairbanks-Morse 6 cyl. 210 hp., was in good running order. Broken crank, have nearly new shaft to replace it—\$1,000. Wamsutta yacht foresail, new, 19' boom, 37' hoist—\$150. 2 Hathaway winches—\$150 each. Mullins Fishing Gear, Pier 4, New Bedford, Mass.



# *one* BUDA DIESEL *handles five*

important operations . . .

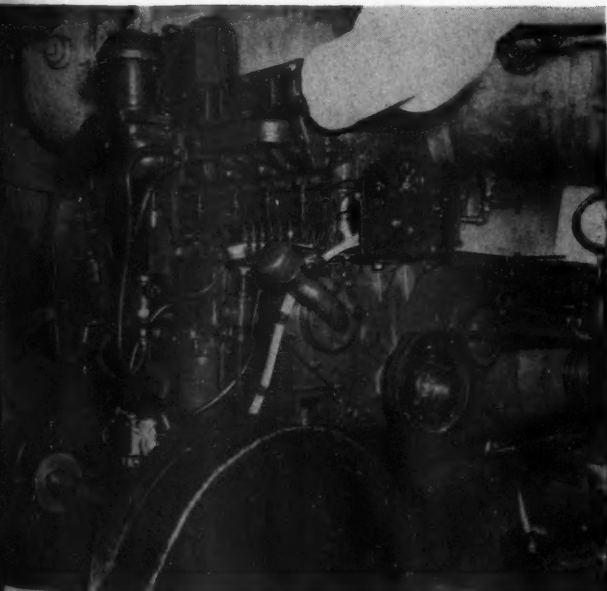
1. drives refrigeration unit
2. provides 125 volt electricity
3. powers cargo winch
4. drives air compressor
5. mans the bilge pumps

• Yes, just one six-cylinder Buda Diesel does all five auxiliary operations on board the husky purse seiner "Sea Breeze". Here, then, is auxiliary power at its dependable, economical best. And this is far from an isolated example . . . scores of Buda Diesels are handling tough fish boat jobs — as auxiliaries and as main propulsion units — in all fishing waters.

See your nearest distributor, or write . . .

# BUDA

15440 Commercial Avenue  
HARVEY (Chicago Suburb) ILLINOIS



Engine room view of the Buda Model 6-DTM-468 Diesel Marine Engine. Equipped with power take-off clutch and dual water cooling system for trouble-free auxiliary line shaft operation.

Distributors: Columbia, S. C.: Raleigh, N. C. Curtis Marine Co., Norfolk, Va. Eastern Canada Engines, Ltd., Toronto, Ontario; Montreal, Quebec, New Brunswick. Florida Equipment Co., Jacksonville, Miami, Fla. Curtis Engine & Equipment Co., Baltimore, Md. The Buda Company, New York, N. Y. Norbom-Farrell Eng. Co., Philadelphia, Pa.





## *Sign of Diesel Performance at its Best*

**T**HE emblem you see above appears on every Cooper-Bessemer Diesel, symbolizing 113 years of fine engine building. It has present and future significance as well. It means engines today that are better than ever . . . engines tomorrow that are still better than today's. For at Cooper-Bessemer, continuous progress is a century-old habit. This habit pays off to power users . . . pays off in Diesel stamina, efficiency, and all-around performance at its very best!

Cooper-Bessemer diesels range from 100 to 2000 horsepower, supercharged and atmospheric, for all marine, locomotive and stationary services. Get in touch with the nearest Cooper-Bessemer office for specific information.

*The*  
**Cooper-Bessemer**  
*Corporation*

MOUNT VERNON, OHIO — GROVE CITY, PENNA.

New York City      Washington      Gloucester      Houston      Dallas      St. Louis      Los Angeles  
Seattle      San Francisco      Calmes Engineering Company, New Orleans, La.

7.

7

m  
d  
e.  
s.  
st  
tic

7

Ang